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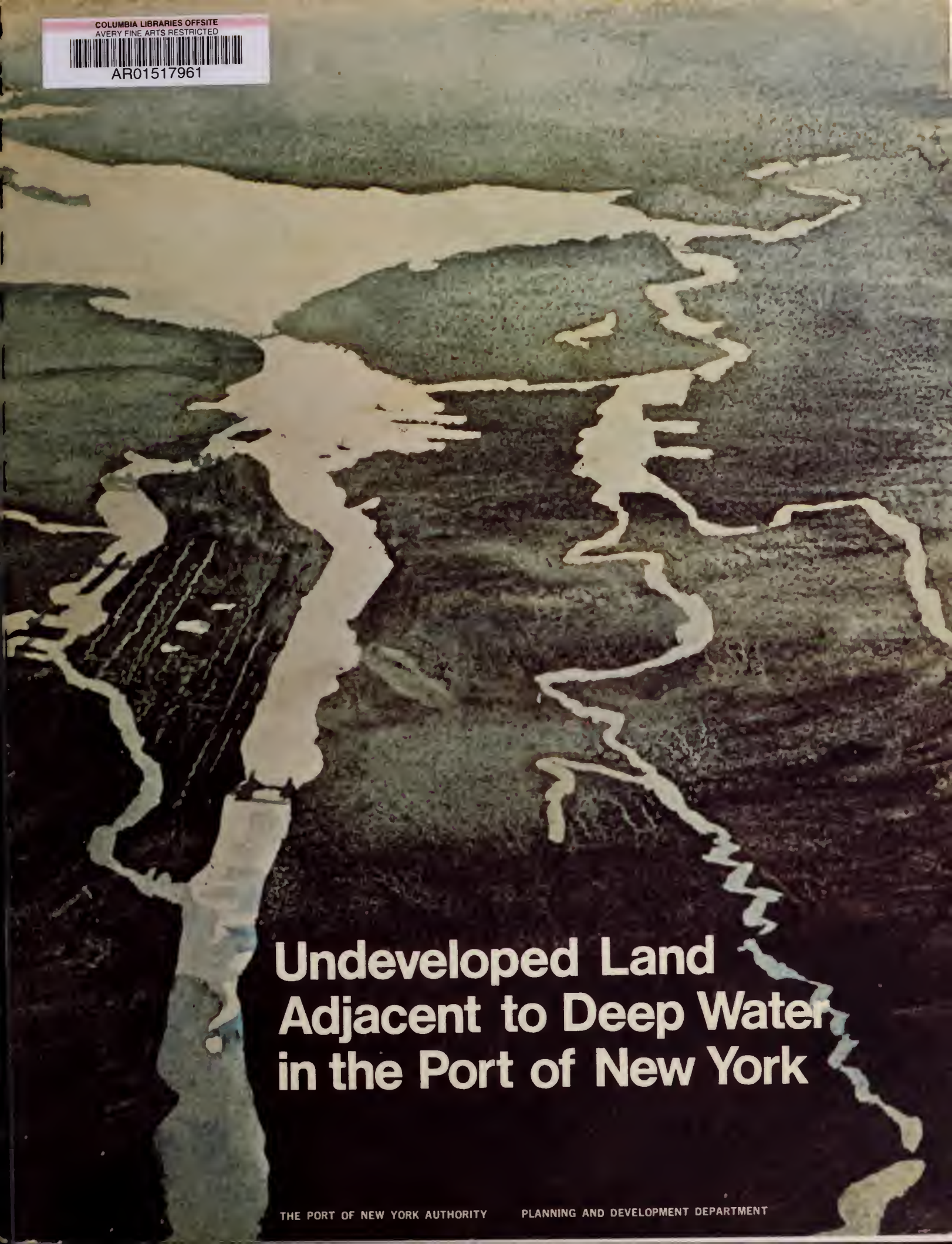


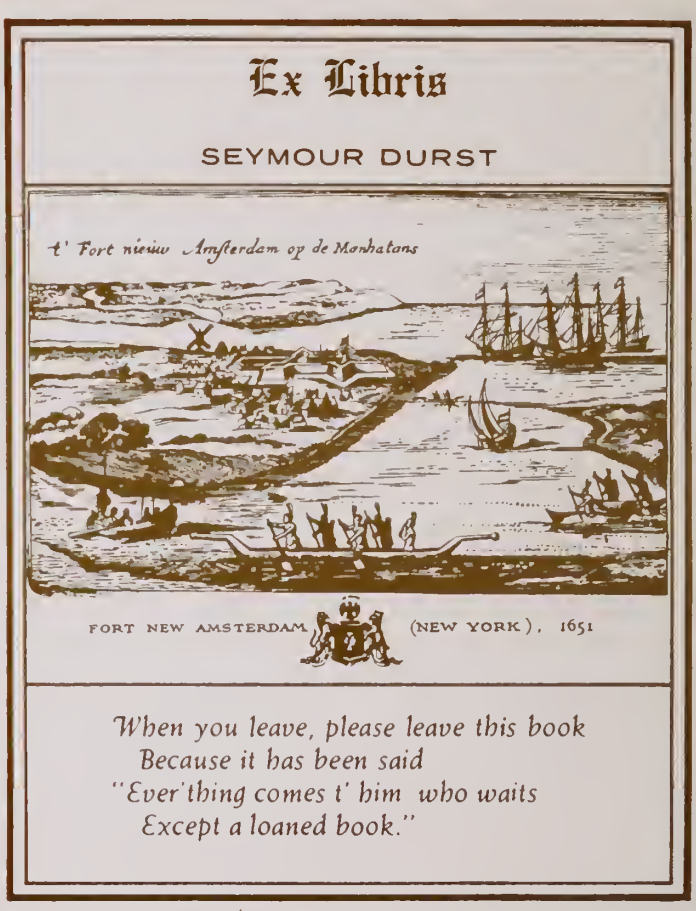
Undeveloped Land Adjacent to Deep Water in the Port of New York

THE PORT OF NEW YORK AUTHORITY PLANNING AND DEVELOPMENT DEPARTMENT

THE PORT OF NEW YORK AUTHORITY was created in 1921 as a self-supporting agency of the States of New York and New Jersey to plan for and develop the Port of New York. Under the Compact between the two States, the Port Authority is charged with the responsibility of developing and operating terminal, transportation and other facilities of commerce in the Port of New York District, and to undertake various activities for the protection and promotion of the commerce of the Port. The Port District has been defined by the two States as a 1500-square mile area within a radius of approximately 25 miles from the Statue of Liberty.

In the past 50 years the Port Authority has built piers and docks, airports, terminals, bridges and tunnels. It is responsible for the modernization and operation of the Port Authority Trans-Hudson (PATH) transit system and is building The World Trade Center in lower Manhattan to provide a convenient central location for business transactions necessary to oceanborne commerce. These various transportation and trade facilities represent an investment of over $2 billion, all accomplished without tax support. The Port Authority also maintains nine Trade Development Offices in leading cities in the United States and abroad to promote the movement of world trade through the New Jersey-New York Port.

The policies and overall programs of the Port Authority are directed by twelve Commissioners, six from each State, who are appointed for overlapping terms of six years by the Governors of New Jersey and New York, with the consent of their respective Senates. Members of this Board of Commissioners carry out their vital responsibilities without any compensation.



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Undeveloped Land Adjacent to Deep Water in the Port of New York

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AUGUST 1971

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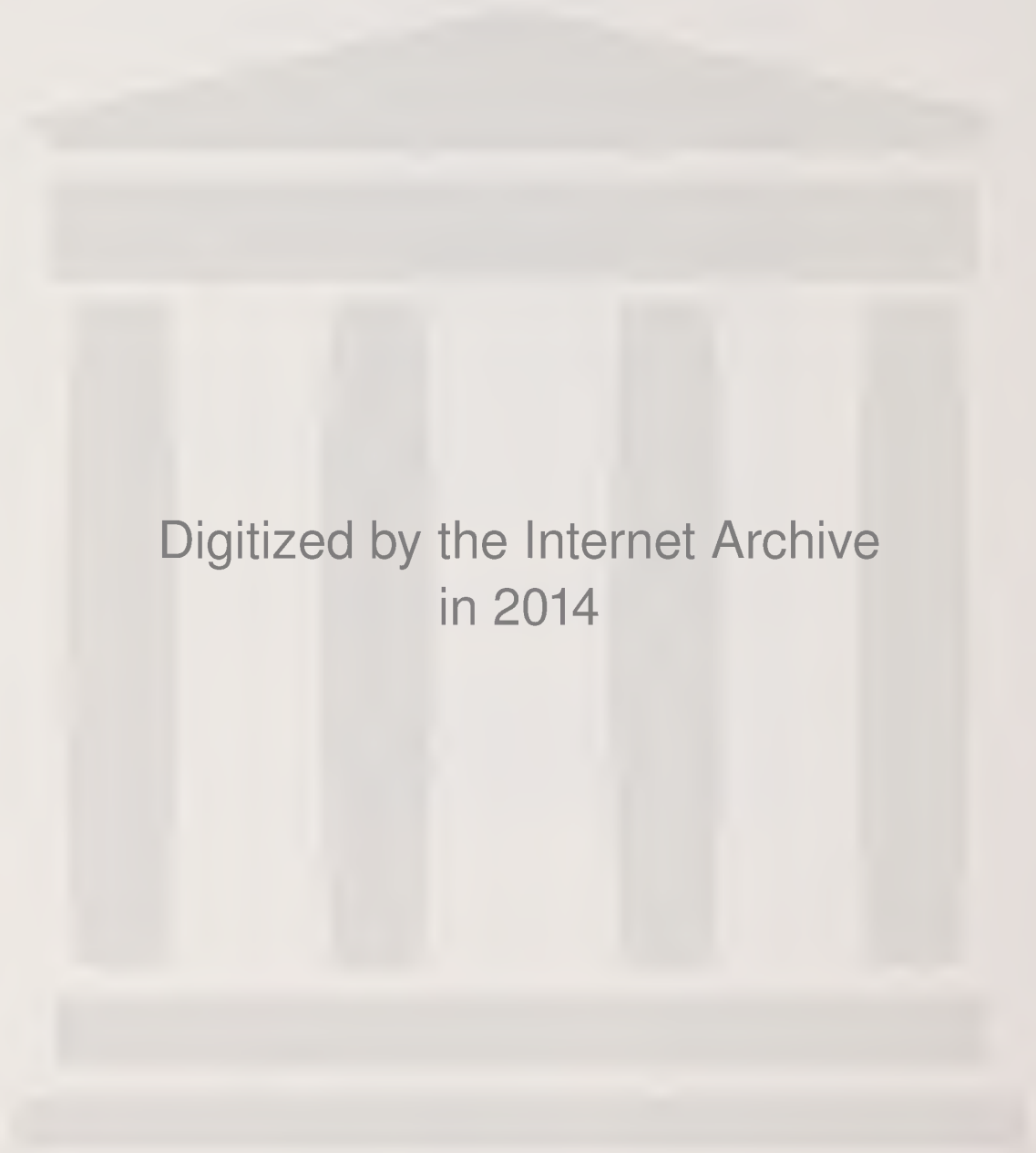
CONTENTS

		Page
Introduction		i
General Map of Site Groups Included in Survey		1
Site Group 1 Map		3
Site 1-A	Linden (Grasselli), New Jersey	5
Site 1-B	Linden (Tremley Point), New Jersey	7
Site 1-C	Perth Amboy, New Jersey	9
Site Group 2 Map		11
Site 2-A	Port Richmond, Staten Island	13
Site 2-B	Port Ivory, Staten Island	15
Site 2-C	South of Goethals Bridge, Staten Island	17
Site 2-D	North of Pralls Island, Staten Island	19
Site 2-E	Travis, Staten Island	21
Site 2-F	Travis, Staten Island	23
Site 2-G	Fresh Kills, Staten Island	25
Site 2-H	Rossville, Staten Island	27
Site 2-I	Charleston, Staten Island	29
Site 2-J	North of Outerbridge Crossing, Staten Island	31
Site 2-K	South of Outerbridge Crossing, Staten Island	33
Site 2-L	Tottenville, Staten Island	35
Site 2-M	Tottenville, Staten Island	37
Site Group 3 Map		39
Site 3-A	North Bergen, New Jersey	41
Site 3-B	Bayonne, (Port Johnson), New Jersey	43
Site Group 4 Map		45
Site 4-A	Clason Point, Bronx	47
Site 4-B	College Point, Queens	49
Site 4-C	Wards Island, Manhattan	51
Site 4-D	Fort Greene, Brooklyn	53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The Port's Waterfront

Although the extensive waterfront of the bi-State Port of New York is one of the most developed in the world, undeveloped and sparsely developed land is nonetheless available. In fact, many opportunities exist along the Port's navigable waterways for land development. To assist developers in locating these opportunities, The Port of New York Authority has prepared this report.

The Port of New York Authority's responsibilities and activities transcend local government boundaries to make possible coordinated development and promotion of the entire Port District. Accordingly, the Authority must keep abreast of the character of the waterfront and the changes taking place on it. In this report, the Port Authority has identified and described tracts of land in the Port District of at least 10 acres, which are essentially undeveloped and are adjacent to navigable waters at least 35 feet in depth. This land totals more than 1300 acres. It should be noted, however, that the report does not include information on legal boundaries, price, taxes and related subjects.

Selecting the Sites

Many inquiries received by The Port of New York Authority are related to locating industrial activities dependent on deep-draft ocean transportation. This report aims to inform such potential developers of the locations of undeveloped waterfront land adjacent to navigable deep water with sufficient frontage for a cargo vessel berth and upland area for a supporting distributive, processing or manufacturing activity.

Descriptions of waterfront land in this report, therefore, emphasize adaptability to industrial usages such as storage, distribution, processing and manufacturing. This should not be interpreted to mean that other uses are not possible. They may even be preferable. Furthermore, the report does not vouch for the availability of any tract described, nor does it recommend any area for a general or specific use.

The land areas pictured and described are existing tracts on the waterfront which meet criteria specifically developed for this report. These criteria required that at least one boundary of any site must be directly adjacent to tidal water suitable for the berthing of deep-draft vessels. Other boundaries may consist of developed property, roads or railroad trackage, streams and creeks. However, no effort was made during the Port Authority survey to determine legal property boundaries. Accordingly, a site may consist of several — or parts of several — separately owned and adjoining properties, or the site may be entirely within a single real estate holding. The site boundaries shown in this survey, therefore, are intended only to identify the land described.

Although the high water shoreline generally serves as the waterfront boundary of each site, in certain areas there are possibilities of land reclamation where tidal flats, shoal waters or extreme shallows exist beyond the high water shoreline. These sites are specially designated and the potential acreage that may be added by such land reclamation is indicated. However, nothing in the report should be construed to indicate that construction may be undertaken on or offshore of any sites described without approval by appropriate Federal, State or local agencies.

While the term "undeveloped" applies basically to land without structures, some sites included in the survey contain a few small buildings, and/or pier or wharf facilities, generally unused and not under maintenance. Demolition costs of the buildings have been roughly estimated and where such costs were considered excessive, prospective sites were excluded from the report. On the other hand, sites that can be cleared at reasonable costs were included. Demolition estimates were not made for piers or wharves, even those in need of repair, since such facilities can be considered as enhancements of waterfront properties.

The criteria required that sites to be eligible must also be no further than 1500 feet from channels with a navigable depth of at least 35 feet at mean low water. Where the channels were more than 1500 feet away, it was assumed that dredging costs for a terminal spur channel would be too high for one company proposing to operate one vessel berth.

"Sufficient waterfront" in this report refers to the linear shoreline's suitability for construction of either a finger-type pier or a quay-type wharf. It was assumed during the survey that the average dock for a bulk cargo vessel capable of operating in a 35-foot deep channel must be at least 700 feet long and 50 feet wide. Consequently, sufficient waterfront for a finger pier must be at least 300 feet, comprised of 200 feet for the vessel width, 50 feet for the pier's width and 50 feet for a buffer on the non-berthing side which could be used as a dock for barges. The pierhead line for such a finger pier must be at least 700 feet from the high water shoreline. Where that distance is unavailable, the survey criteria required that "sufficient waterfront" must consist of at least 700 feet of shoreline to permit construction of a quay-type berth.

For a site to qualify as having "sufficient upland area", the criteria required that it have an estimated 10 acres per ship berth in a reasonable configuration, with non-disruptive topography and relatively stable or potentially stable surface conditions.

The sites listed in this report meet the criteria discussed above. Many other tracts that exist throughout the Port District were not listed because they failed to meet one or more of these criteria. Some were found to be somewhat less than 10 acres. Some, such as unutilized or under-utilized railroad, shipyard and industrial properties, do not technically meet the criteria of undeveloped land. Some were more than 1500 feet away from a navigation channel and others were

adjacent to channels with less than 35-foot depths. Despite their failure to meet survey criteria, many of these sites may be desirable for certain specialized uses. Perhaps some may offer even greater advantages than those listed in this report, and could warrant independent inquiry.

Potential developers who may be interested in using one of the listed sites for ocean navigation also should bear in mind that the criteria used in this report refer to navigable water at *least* 35 feet deep at mean *low* water. This navigable depth is increased by about 5 feet for about two hours twice each day during periods of flood tide throughout the Port. Channel capacity is, therefore, greater than indicated in the text descriptions during these high tide intervals.

Using This Survey

This report has been divided into four Site Groups, each containing all undeveloped sites in the same general area. Site Group 1 includes those on the Arthur Kill from Perth Amboy to Linden and Bayonne; Site Group 2 is comprised of waterfront areas along the Arthur Kill and Kill van Kull from Tottenville to Port Richmond, Staten Island; Site Group 3 contains tracts on the Kill van Kull at Bayonne and on the Hudson River at Guttenberg; and Site Group 4 shows three diverse areas on the East River in Brooklyn, the Bronx, and College Point, Queens.

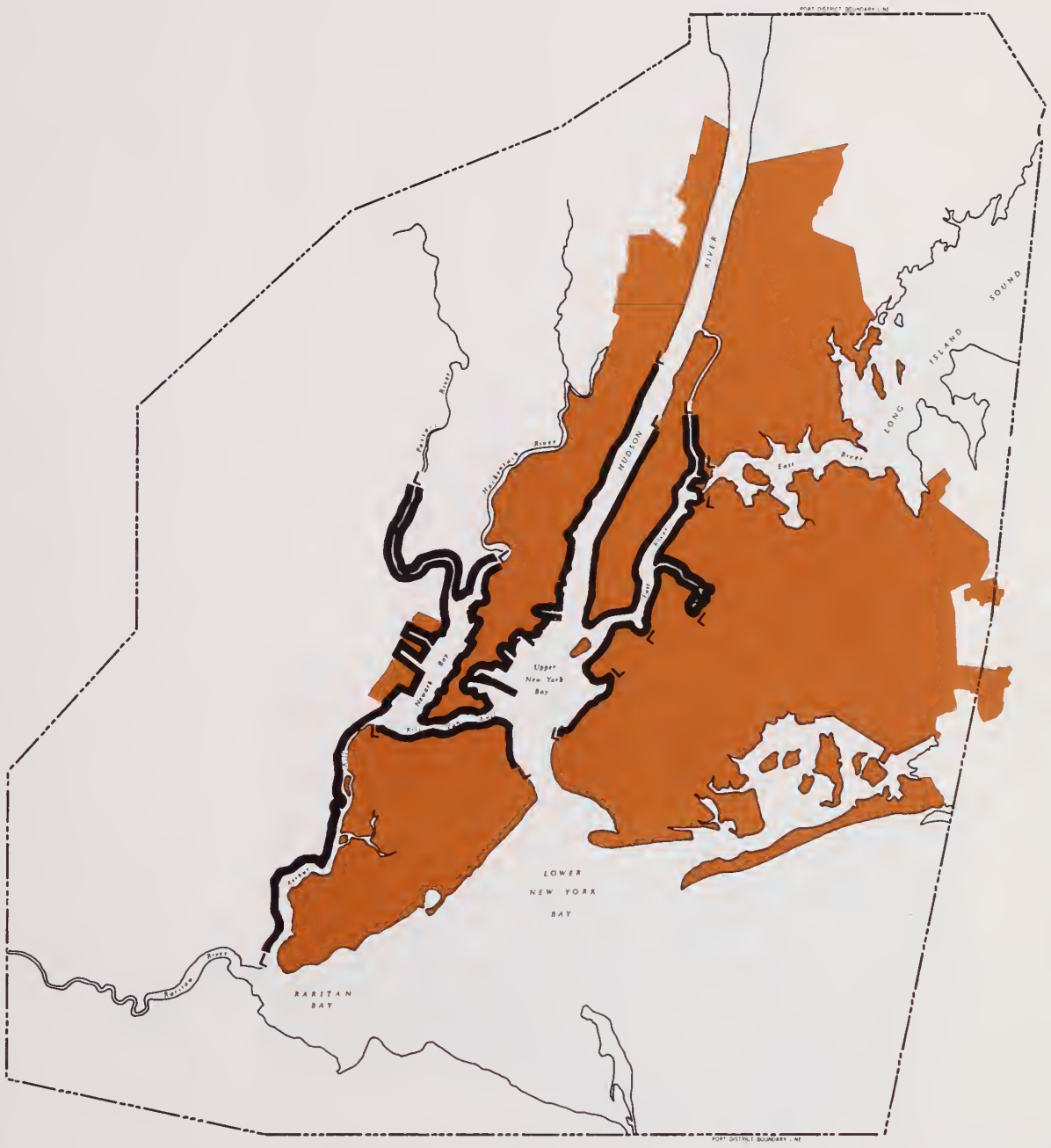
Each Site Group begins with a map of the entire group area with undeveloped sites shaded. There is an aerial photograph of each site with descriptive text on the facing page. The undeveloped site is roughly delineated on the photograph from surrounding territory. The descriptive text provides information on specific location, approximate acreage, expanse of waterfront, access to water, railroad and highway routes, special features such as existing pier or wharf installations, general characteristics, zoning and known future municipal and regional planning objectives.

Special Transportation Considerations

The site descriptions clearly emphasize major transportation features such as existing and future highways, access roads, nearby bridges and other crossings, railroad trunk lines and Federal navigation channels. In addition, two special zones in the New Jersey-New York Port apply to the operations of motor carriers and railroads serving the Port. Most of the undeveloped waterfront sites are situated in one or both of these zones.

The Commercial Exempt Zone was designated by the Interstate Commerce Commission as an area within the bi-State Port in which motor carriers are free from the Federal rate and certain operating regulations set forth in the Motor Carrier Act of 1935. The Commercial Exempt Zone is shaded buff on the map on page V. *Port of New York Transportation Information No. 9,* which is available from the Traffic Management Division of The Port of New York Authority, Room No. 1548, 111 Eighth Avenue, New York, N.Y. 10011, explains this zone in greater detail.

The second zone is the area along the New York-New Jersey waterfront within which railroads offer free lighterage and floatage service. This refers to the free freight transfer between railheads and piers or vessels. The Free Lighterage Limits of the zone are indicated on the land side of the appropriate waterways in black on the map on page V. Undeveloped sites eligible for such service are also designated in the descriptions of the sites. Further information on this subject is contained in *New York Harbor Tariff 788-ICC C653, Lighterage and Terminal Regulations in New York Harbor,* including current applicable provisions as to carriers offering lighterage service, the type of commodities handled, limitations on service, etc. This publication is issued by the Trunk Line Territory Tariff Bureau and can be purchased from B. B. Maurer, Tariff Publishing Officer, 22 West Madison Street, Chicago, Illinois, 60602.



Port of New York District

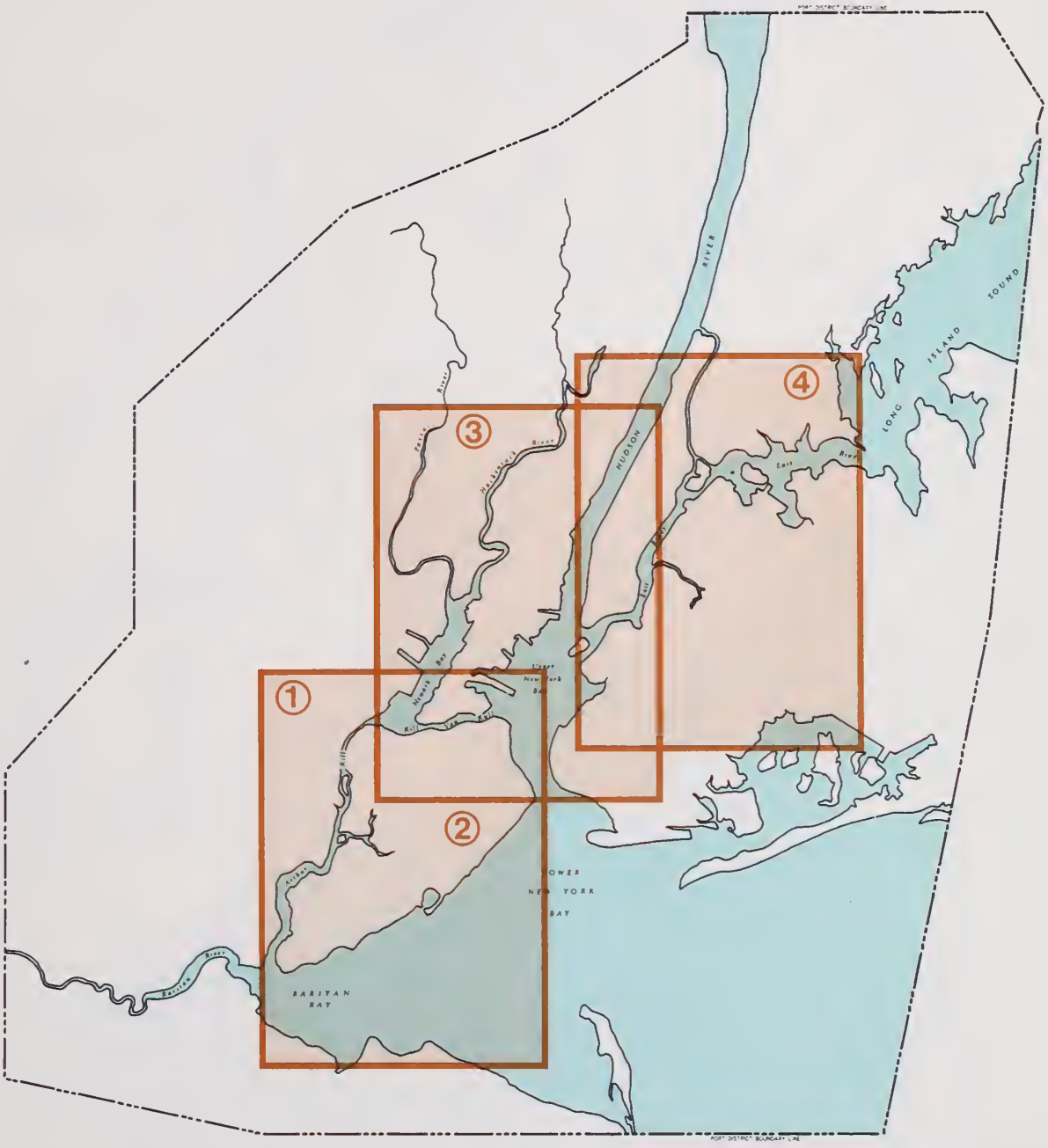
showing

FREE LIGHTERAGE LIMITS AND COMMERCIAL EXEMPT ZONE

December 1971

NOTICE

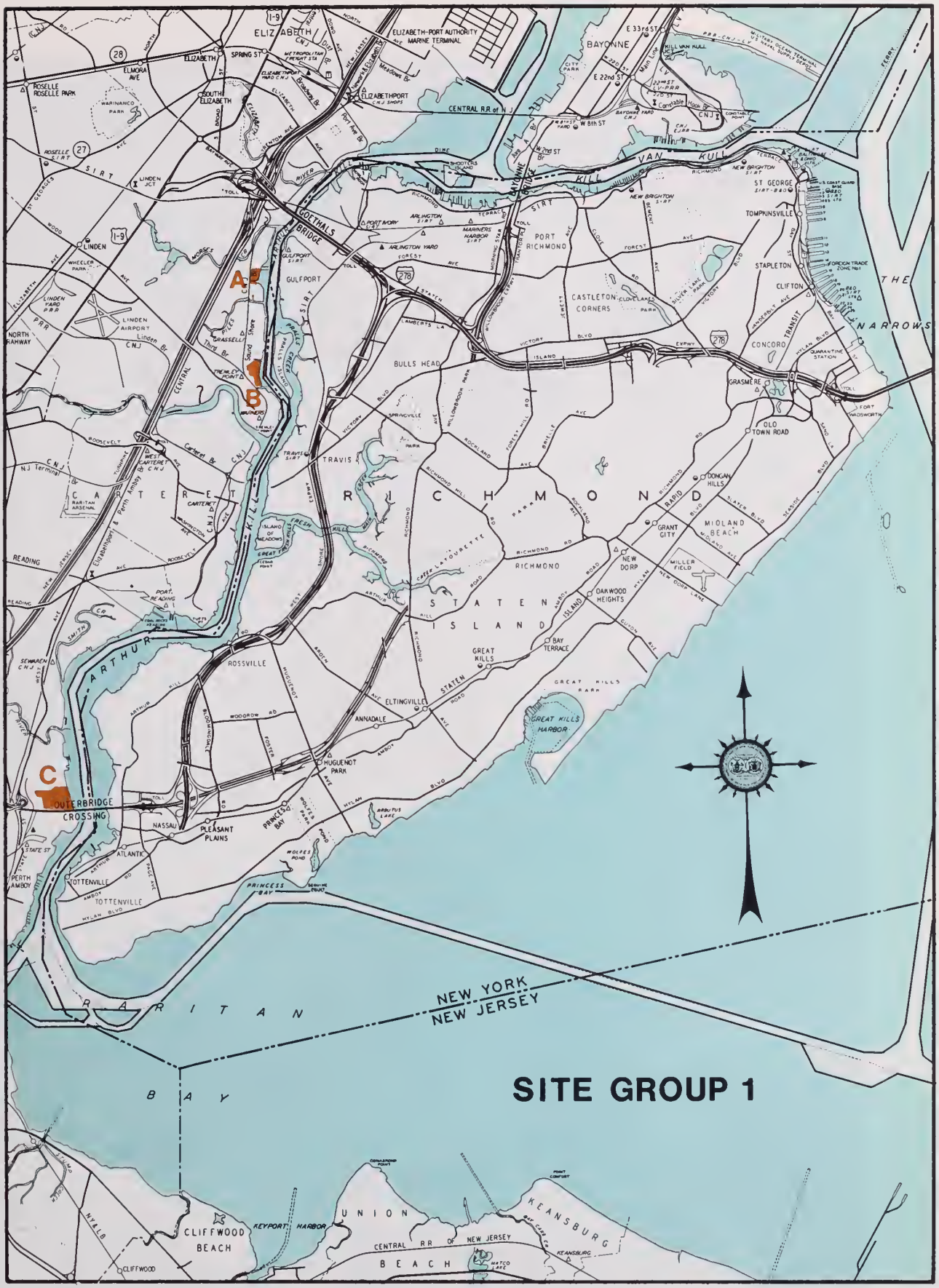
Page iv of this publication makes reference to free lighterage offered by railroads along the New York - New Jersey waterfront. This service has essentially been discontinued by the Baltimore and Ohio Railroad and Central Railroad of New Jersey under ICC Docket I & S 8953 and for the Lehigh Valley Railroad under ICC Docket I & S 8565. Furthermore, the Penn Central Railroad is presently assessing a charge and the matter is in litigation under ICC Docket I & S 8545. The Erie Lackawanna Railroad, however, continues to offer free lighterage as set forth in the New York Harbor Tariff 788 - ICC C653.



Port of New York District

showing

LOCATION OF SITE GROUPS


ELIZABETH
ELIZABETH-PORT AUTHORITY MARINE TERMINAL
BAYONNE
CENTRAL R.R. of N.J.
KILL VAN KULL
GOETHALS BRIDGE
BAYONNE BRIDGE
ST. GEORGE
TOMPKINSVILLE
STAPLETON
CLIFTON
THE NARROWS
PORT RICHMOND
CASTLETON CORNERS
CONCORD
GRASMERE
OLD TOWN ROAD
DONGAN HILLS
MIDLAND BEACH
GRANT CITY
NEW DORP
MILLER FIELD
OAKWOOD HEIGHTS
BAY TERRACE
GREAT KILLS
GREAT KILLS HARBOR
ELTINGVILLE
ANNADALE
HUGUENOT PARK
PRINCESS BAY
PLEASANT PLAINS
NASSAU
ATLANTIC
TOTTENVILLE
ROSSVILLE
ARTHUR KILL
CARTERET
RICHMOND
STATEN ISLAND
BULLS HEAD
TRAVIS
GULFPORT
LINDEN
LINDEN AIRPORT
ROSELLE
ROSELLE PARK
ELMORA AVE
SOUTH ELIZABETH
ELIZABETHPORT
SPRING ST
ELIZABETH
LINDEN JCT
WHEELER PARK
NORTH RAHWAY
CENTRAL
READING
PORT READING
SEWAREN
PERTH AMBOY
OUTERBRIDGE CROSSING
A
B
C
NEW YORK
NEW JERSEY
RARITAN BAY
CLIFFWOOD BEACH
KEYPORT HARBOR
UNION BEACH
CENTRAL RR OF NEW JERSEY
KEANSBURG
CLIFFWOOD

SITE GROUP 1

LINDEN
NEW JERSEY TURNPIKE
CENTRAL RAILROAD OF NEW JERSEY
Morse
CENTRAL RAILROAD OF NEW JERSEY
ACCESS
ROAD
POWER
PLANT
POTENTIAL
FILL AREA

LOCATION: Linden (Grasselli), New Jersey

APPROXIMATE AREA: 10 acres

WATERFRONTAGE: 700 feet along Arthur Kill.

ACCESS:

Water — Arthur Kill (about 625 feet from channel averaging 35 feet in depth at mean low water).

Rail — Connection to Central Railroad of New Jersey at western boundary. Within free railroad lighterage and floatage limits.

Road — Access road just off northern boundary leads to Railroad Way which runs north-south (not shown on photo) and also to South First Street (not shown on photo). Entrance # 13 to New Jersey Turnpike about one mile northeast (near Goethals Bridge entrance).

GENERAL DESCRIPTION:

Level, firm surface, vacant. Accessibility by road difficult. No road enters site directly, although access road serving a tank farm to the north terminates close to the northern boundary. Adjacent power plant at south has transformers at southwest boundary. Adjacent area at west is vacant of structures. Shallow tidal area at southeast corner might be filled to create additional 2 acres.

PLANNING CONSIDERATIONS:

Site zoned for heavy industrial manufacturing uses.

NEW JERSEY TURNPIKE
LINDEN
Rahway River
CARTERET
CENTRAL RAILROAD OF NEW JERSEY
CENTRAL RAILROAD OF NEW JERSEY
ACCESS ROAD

Site 1-B

LOCATION: Linden (Tremley Point), New Jersey

APPROXIMATE AREA: 28 acres

WATER FRONTAGE: 1800 feet along Arthur Kill.

ACCESS:

Water — Arthur Kill (about 300 feet from channel averaging 35 feet in depth at mean low water).

Rail — Central Railroad of New Jersey trackage forms southwestern boundary of site and runs across its northwest tip. Within free railroad lighterage and floatage limits.

Road — Access road runs north-south parallel to Central Railroad of New Jersey tracks on southwestern boundary, and connects with Tremley Point Road, which runs north-south.

SPECIAL FEATURES:

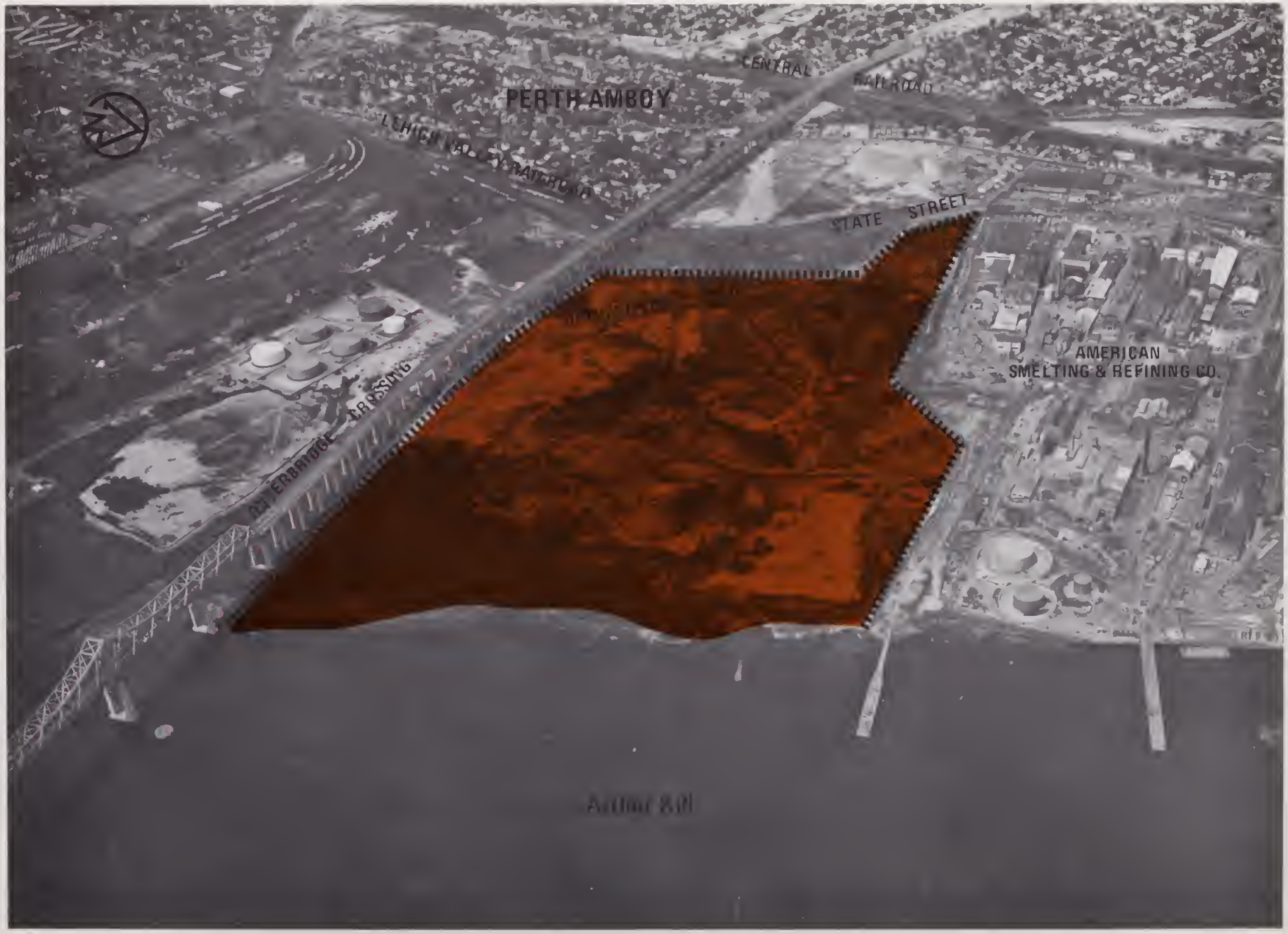
Linden-Roselle Sewage Authority sludge wharf extends into Arthur Kill approximately mid-point of shoreline.

GENERAL DESCRIPTION:

Level site with generally firm surface; some landfill may be desirable. Site gives appearance of a waterfront meadow with an intricate natural drainage system. Creeks on north and south form its boundaries. Immediately adjacent areas to north and south beyond creeks are also vacant. Surrounding areas are used variously for tank farms and manufacturing facilities. Western boundary is indented where several small commercial structures are located.

PLANNING CONSIDERATIONS:

Site zoned for heavy industrial manufacturing uses.


PERTH AMBOY
CENTRAL
RAILROAD
STATE
STREET
AMERICAN
SMELTING & REFINING CO.

Site 1-C

LOCATION: Perth Amboy, New Jersey

APPROXIMATE AREA: 80 acres

WATERFRONTAGE: 1800 feet along Arthur Kill.

ACCESS:

Water — Arthur Kill (site ranges from 550 to 750 feet from channel averaging 35 feet in depth at mean low water).

Rail — Lehigh Valley Railroad trackage runs close to western boundary and across northwestern tip of site. Central Railroad of New Jersey is located approximately one-half mile to the west, beyond State Street. Within free railroad lighterage and floatage limits.

Road — Unimproved road connects site with State Street, which runs north-south.

SPECIAL FEATURES:

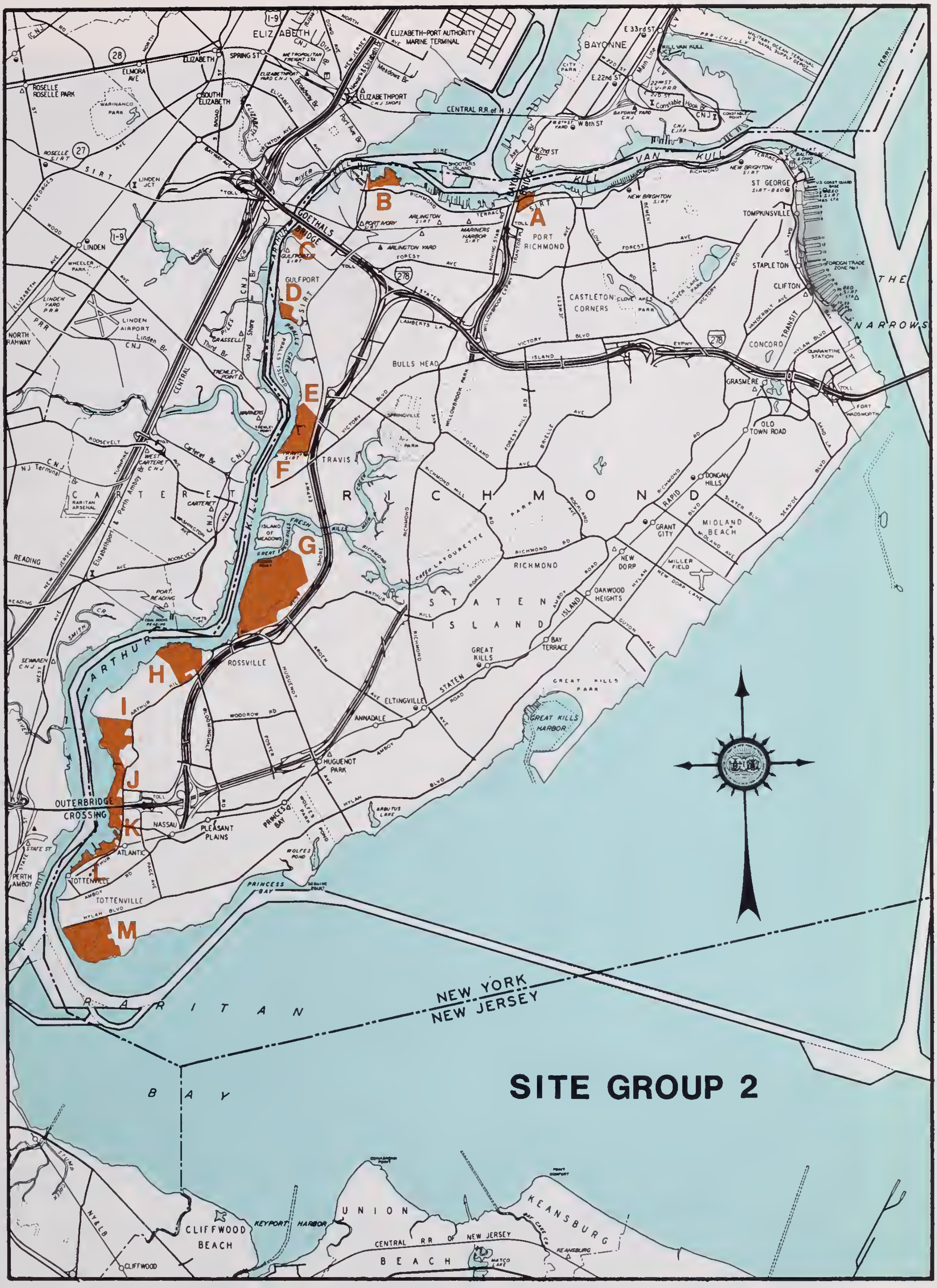
Outerbridge Crossing forms southern boundary and connects site with Staten Island.

GENERAL DESCRIPTION:

Site is vacant and level. Half has firm surface; half is marshy and will require landfill. Southern sector contains deposits of rubble. American Smelting and Refining Company industrial facility is located in adjacent northern property. To west is State Street and railroad right-of-way, beyond which is community recreation area.

PLANNING CONSIDERATIONS:

Site zoned for heavy industrial manufacturing uses. New Jersey Route 440 Freeway is under construction between New Jersey Turnpike and Outerbridge Crossing and will be completed by 1972. Interchange connections will be available between State Street, Outerbridge Crossing and Route 440 Freeway.


SITE GROUP 2
A
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H
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L
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ELIZABETH
BAYONNE
ELIZABETHPORT
ROSELLE
ROSELLE PARK
ELMORA AVE
SOUTH ELIZABETH
LINDEN
LINDEN AIRPORT
NORTH RAHWAY
KILL VAN KULL
GOETHALS BRIDGE
BAYONNE BRIDGE
PORT RICHMOND
NEW BRIGHTON
ST GEORGE
TOMPKINSVILLE
STAPLETON
CLIFTON
CONCORD
GRASMERE
CASTLETON CORNERS
BULLS HEAD
GULFPORT
TRAVIS
THE NARROWS
OLD TOWN ROAD
FORT WADSWORTH
DONGAN HILLS
GRANT CITY
MIDLAND BEACH
NEW DORP
OAKWOOD HEIGHTS
BAY TERRACE
GREAT KILLS
GREAT KILLS HARBOR
RICHMOND
STATEN ISLAND
ROSSVILLE
ELTINGVILLE
ANNADALE
HUGUENOT PARK
PRINCES BAY
PLEASANT PLAINS
NASSAU
ATLANTIC
TOTTENVILLE
OUTERBRIDGE CROSSING
PERTH AMBOY
CARTERET
WEST CARTERET
PORT READING
READING
SEWAREN
ARTHUR KILL
RARITAN BAY
NEW YORK
NEW JERSEY
CLIFFWOOD BEACH
CLIFFWOOD
KEYPORT HARBOR
UNION BEACH
KEANSBURG
CENTRAL RR OF NEW JERSEY

PORT
RICHMOND
WILLOWBROOK EXPRESSWAY
MARINERS
HARBOR
STATEN ISLAND RAPID TRANSIT
BAYONNE BRIDGE
POTENTIAL FILL
Kill Van Kull

Site 2-A

LOCATION: Port Richmond, Staten Island

APPROXIMATE AREA:

16 acres (Site composed of two segments separated from each other by Richmond Terrace. Segment along waterfront is about 5 acres in size; segment across road is about 11 acres in size. Possibility of creating 1-2 additional acres by landfill).

WATER FRONTAGE:

1000 feet along Kill Van Kull. Landfill along shoreline could straighten uneven shoreline.

ACCESS:

Water — Kill Van Kull (about 225 feet from channel averaging 35 feet in depth at mean low water).

Rail — Staten Island Rapid Transit Railway (C&O-B&O) tracks form southeastern boundary of 11-acre segment. Within free railroad lighterage and floatage limits.

Road — Richmond Terrace runs east-west. John Street runs north-south along western boundary of 11-acre segment into Richmond Terrace, while Nicholas Avenue runs north-south alongside eastern boundary of 11-acre segment into Richmond Terrace. Within zone of motor carrier partial exemption from ICC regulation.

SPECIAL FEATURES:

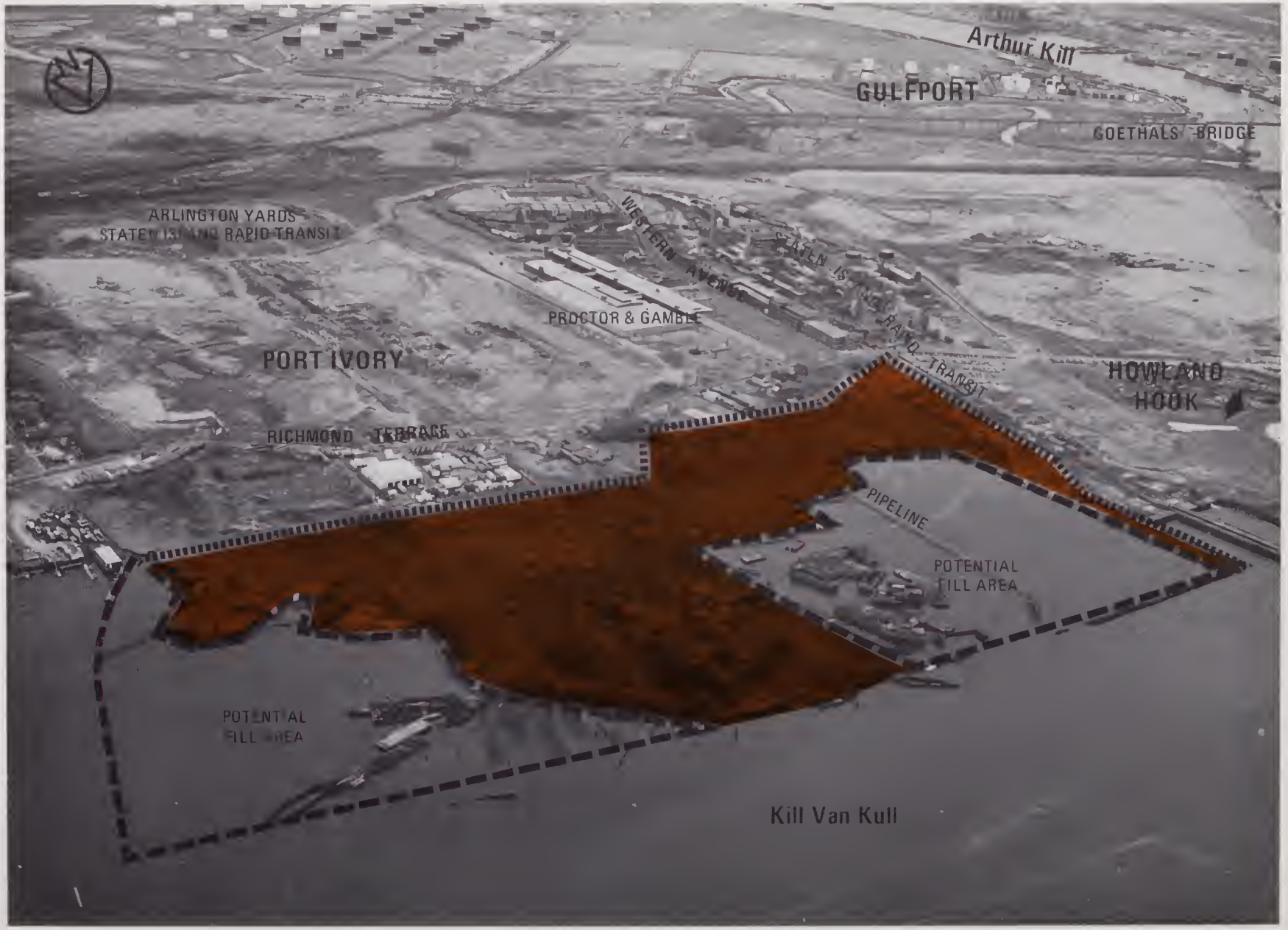
Two existing wharves, each approximately 200 feet in length. Two existing slips.

GENERAL DESCRIPTION:

Level site, firm surface with several structures, including a multi-story building in northwest corner. Possibility of creating 1 to 2 additional acres by landfill in slips. Richmond Terrace divides site into two unequal segments. Bayonne Bridge approach is on western edge of 5-acre segment. Residential housing abuts on eastern and western boundaries of 11-acre segment.

PLANNING CONSIDERATIONS:

Site zoned almost in its entirety for light manufacturing industrial uses. Remaining portion is zoned for medium manufacturing uses. Shore Front Drive proposed between Goethals Bridge and Verrazano Narrows Bridge. All three routes could pass directly through site.


Arthur Kill
GULFPORT
GOETHALS BRIDGE
ARLINGTON YARDS
STATEN ISLAND RAPID TRANSIT
WESTERN AVENUE
PROCTOR & GAMBLE
PORT IVORY
RICHMOND TERRACE
HOWLAND HOOK
PIPELINE
POTENTIAL FILL AREA
POTENTIAL FILL AREA
Kill Van Kull

Site 2-B

LOCATION: Port Ivory, Staten Island

APPROXIMATE AREA:

40 acres (Possibility of creating about 25 additional acres by landfill).

WATER FRONTAGE:

700 feet along Kill Van Kull. Landfill in tidal flats along existing shoreline would straighten uneven shoreline.

ACCESS:

Water — Kill Van Kull (about 360 feet from channel averaging 35 feet in depth at mean low water).

Rail — Staten Island Rapid Transit Railway (C&O-B&O) tracks form western boundary. Within free railroad lighterage and floatage limits.

Road — Richmond Terrace runs east-west along southern boundary. Western Avenue runs north-south into Richmond Terrace. Within zone of motor carrier partial exemption from ICC regulation.

SPECIAL FEATURES:

Waste pipeline extending from Proctor & Gamble plant beyond southwest boundary crosses site and terminates in Kill Van Kull.

GENERAL DESCRIPTION:

Mainly level with several natural stream outlets. Possibility of creating about 25 additional acres by filling in tidal flats at northeastern and northwestern corners of site from shoreline to bulkhead line. Considerable vessel wreckage beached in flats and along shoreline. Cluster of structures along south-central boundary (on Richmond Terrace). South of site across Richmond Terrace is about 99 acres of vacant land heavily dotted with concrete foundations of former structures.

PLANNING CONSIDERATIONS:

Site zoned for three industrial use categories — light, medium, and heavy manufacturing. Heavy manufacturing zone occupies only a small fraction of site. Shore Front Drive proposed between Goethals Bridge and Verrazano Narrows Bridge. Remaining two routes would lie adjacent to site.

VERRAZANO NARROWS BRIDGE
STATEN ISLAND EXPRESSWAY
WEST SHORE EXPRESSWAY
STATEN ISLAND RAPID TRANSIT
WESTERN AVENUE EXTENSION
HOWLAND HOOK
Old Place Creek
GETHALS BRIDGE
UNIMPROVED ROAD
GULFPORT
STATEN ISLAND RAPID TRANSIT
Arthur Kill

Site 2-C

LOCATION: South of Goethals Bridge, Staten Island

APPROXIMATE AREA: 15 acres

WATER FRONTAGE: 750 feet along Arthur Kill.

ACCESS:

Water – Arthur Kill (about 50 feet from channel averaging 35 feet in depth at mean low water).

Rail – Staten Island Rapid Transit Railway (C&O-B&O) trackage near southwestern boundary, beyond unimproved road and drainage ditch.

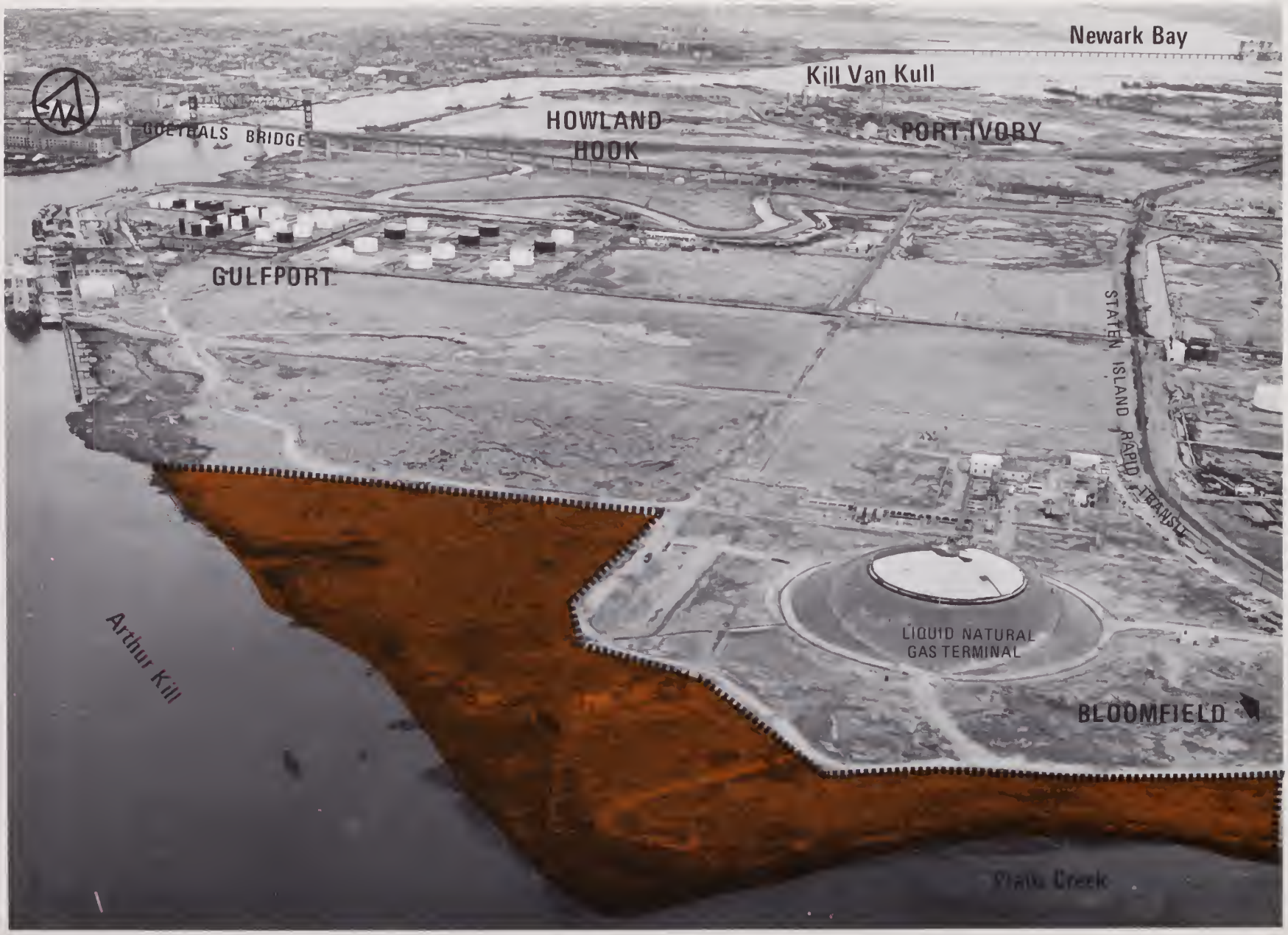
Road – No direct access road to site; however, along southern boundary unimproved road connects with Western Avenue. Within zone of motor carrier partial exemption from ICC regulation.

GENERAL DESCRIPTION:

Site vacant, level, but marshy. Not served by nearby major roads. Landfill necessary. Goethals Bridge approach beyond northern boundary and tank farm (Gulfport) lies to south.

PLANNING CONSIDERATIONS:

Site zoned for heavy manufacturing industrial uses. West Shore Expressway, scheduled for completion in 1974, lies east of site and will interchange with Staten Island Expressway and Goethals Bridge.


Newark Bay
Kill Van Kull
GOETHALS BRIDGE
HOWLAND HOOK
PORT IVORY
GULFPORT
STATEN ISLAND RAPID TRANSIT
LIQUID NATURAL GAS TERMINAL
BLOOMFIELD
Arthur Kill
Fresh Creek

Site 2-D

LOCATION: North of Pralls Island, Staten Island

APPROXIMATE AREA: 47 acres

WATER FRONTAGE:

2900 feet of total shoreline, of which about 1500 feet lies along Arthur Kill and 1400 feet along Pralls Creek.

ACCESS:

Water — Arthur Kill (about 360 feet from shoreline from channel averaging 35 feet in depth at mean low water).

Rail — Staten Island Rapid Transit Railway (C&O-B&O) located about 500 feet from eastern boundary.

Road — No major roads serve site. Within zone of motor carrier partial exemption from ICC regulation.

GENERAL DESCRIPTION:

Site vacant and level, with major portion marshy. Landfill appears possible. Site has very poor accessibility by major road. Along eastern boundary is a liquid natural gas storage facility. On northern boundary, adjacent land is vacant. Eastward, beyond liquid natural gas storage facility, is petroleum area. Southern end of site abuts on Pralls Creek.

PLANNING CONSIDERATIONS:

Site zoned for heavy manufacturing industrial uses. West Shore Expressway (not on photo), scheduled for completion in 1974, lies east of site and will interchange with Staten Island Expressway and Goethals Bridge.

VICTORY BOULEVARD
TRAVIS
WEST SHORE EXPRESSWAY
MEREDITH AVENUE
SITE 2-F
Neck Creek
Arthur Kill

Site 2-E

LOCATION: Travis, Staten Island

APPROXIMATE AREA: 36 acres

WATER FRONTAGE: 1350 feet along Arthur Kill.

ACCESS:

Water — Arthur Kill (about 480 feet from channel averaging 35 feet in depth at mean low water).

Rail — Staten Island Rapid Transit Railway (C&O-B&O) crosses eastern tip of site.

Road — Meredith Avenue at northeastern boundary leads into Victory Boulevard. Within zone of motor carrier partial exemption from ICC regulation.

SPECIAL FEATURES:

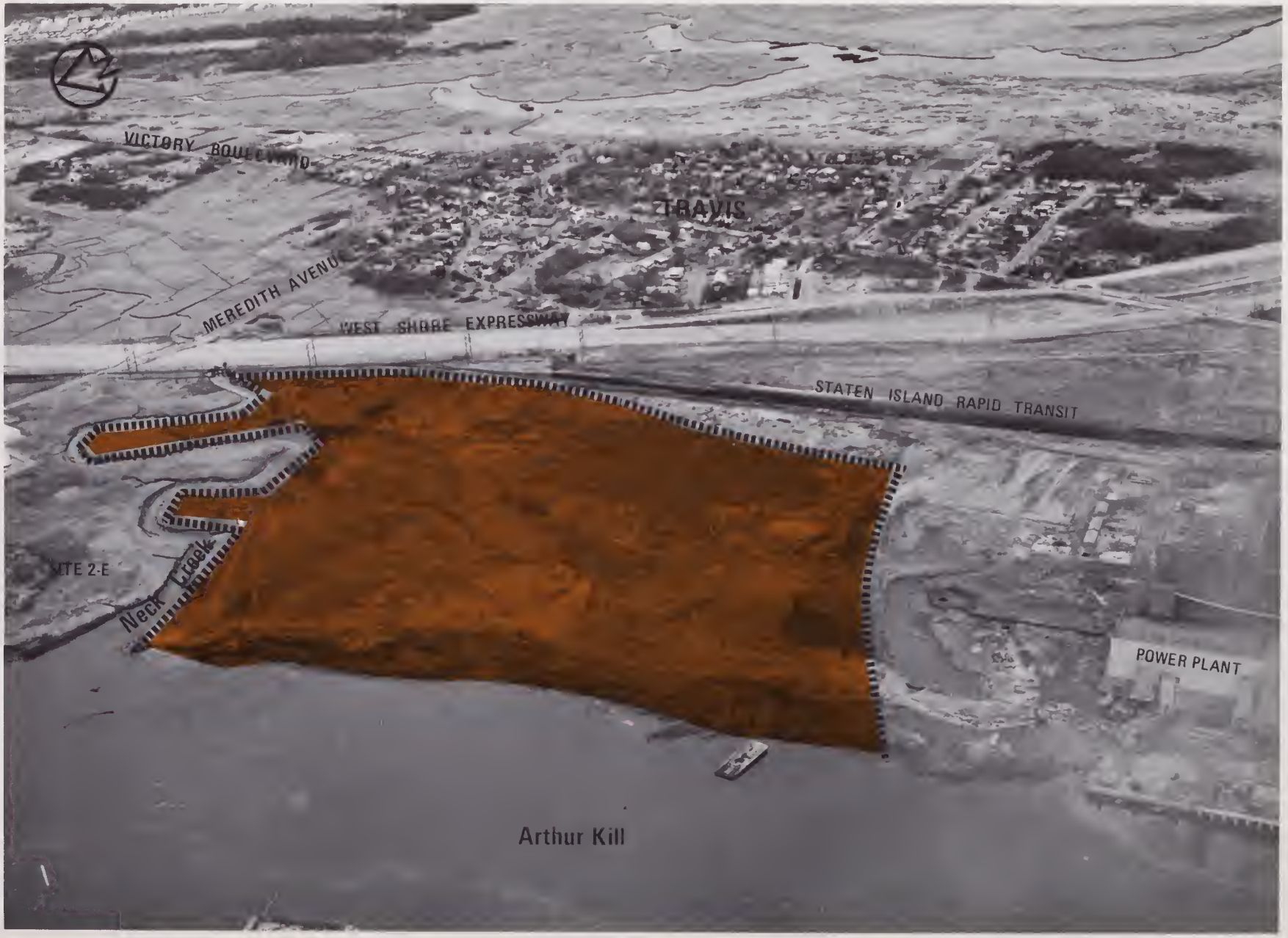
Small unused tank farm with pipeline to small waterfront dock.

GENERAL DESCRIPTION:

Level site, parts of which appear marshy and may require landfill. Surrounding area undeveloped. One corner used as auto junk yard. Neck Creek forms southern boundary. Site 2-F adjacent to south.

PLANNING CONSIDERATIONS:

Site zoned for heavy manufacturing industrial uses. West Shore Expressway under construction between Goethals Bridge and Outerbridge Crossing borders site on east and is scheduled for completion by 1974. Directly north and east of site are 500 acres of predominately City of New York owned, vacant land known as the Staten Island Industrial Park, which is managed by City of New York Public Development Corporation. Five-year capital improvement plan for Industrial Park starting in fiscal 1972-1973 is currently estimated to total $22 million.


VICTORY BOULEVARD
TRAVIS
MEREDITH AVENUE
WEST SHORE EXPRESSWAY
STATEN ISLAND RAPID TRANSIT
SITE 2-E
Neck Creek
POWER PLANT
Arthur Kill

Site 2-F

LOCATION: Travis, Staten Island

APPROXIMATE AREA: 41 acres

WATER FRONTAGE: 1400 feet along Arthur Kill.

ACCESS:

Water — Arthur Kill (about 600 feet from channel averaging 35 feet in depth at mean low water).

Rail — Staten Island Rapid Transit Railway (C&O-B&O) forms part of eastern boundary.

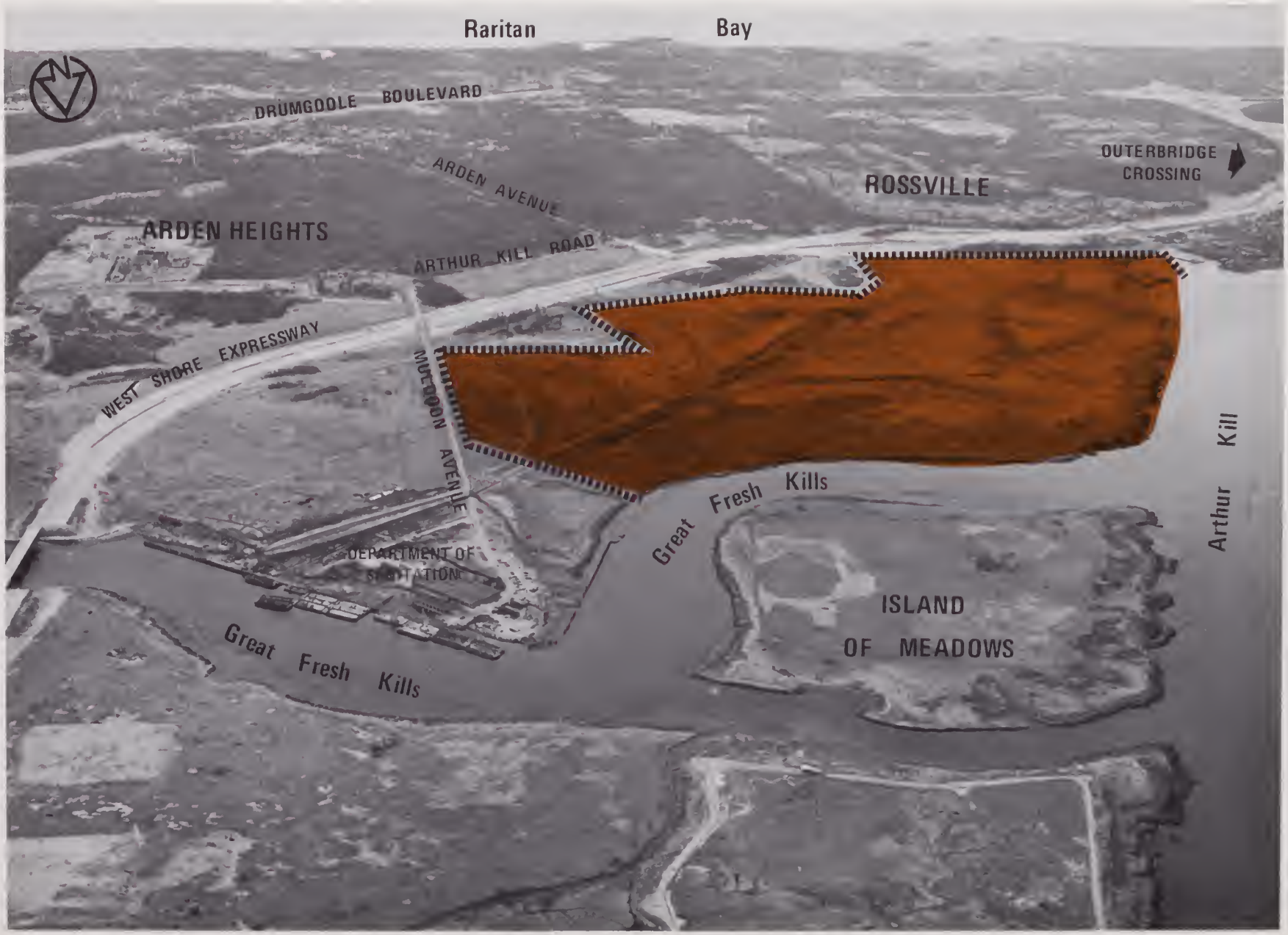
Road — No direct road enters site. Victory Boulevard about 1100 feet to east and West Shore Expressway (uncompleted) runs adjacent to its northeastern tip. Within zone of motor carrier partial exemption from ICC regulation.

GENERAL DESCRIPTION:

Level, firm surface, vacant. Consolidated Edison power plant is at southern boundary. Site 2-E is at northern boundary.

PLANNING CONSIDERATIONS:

Site zoned for heavy manufacturing industrial uses. West Shore Expressway, under construction between Goethals Bridge and Outerbridge Crossing, borders site and is scheduled for completion by 1974. Directly north and east of site are 500 acres of predominately City of New York-owned, vacant land known as the Staten Island Industrial Park which is managed by City of New York Public Development Corporation. Five-year capital improvement plan for Industrial Park starting in fiscal 1972-1973 is currently estimated to total of $22 million.


Raritan Bay
DRUMGOOLE BOULEVARD
ARDEN AVENUE
ROSSVILLE
OUTERBRIDGE CROSSING
ARDEN HEIGHTS
ARTHUR KILL ROAD
WEST SHORE EXPRESSWAY
MUDDON AVENUE
Great Fresh Kills
Arthur Kill
DEPARTMENT OF SANITATION
ISLAND OF MEADOWS
Great Fresh Kills

Site 2-G

LOCATION: Fresh Kills, Staten Island

APPROXIMATE AREA: 390 acres

WATER FRONTAGE:

7500 feet of total shoreline, approximately half along Arthur Kill and half along Great Fresh Kills.

ACCESS:

Water — Arthur Kill (about 420 feet from channel averaging 35 feet in depth at mean low water).

Rail — No rail access.

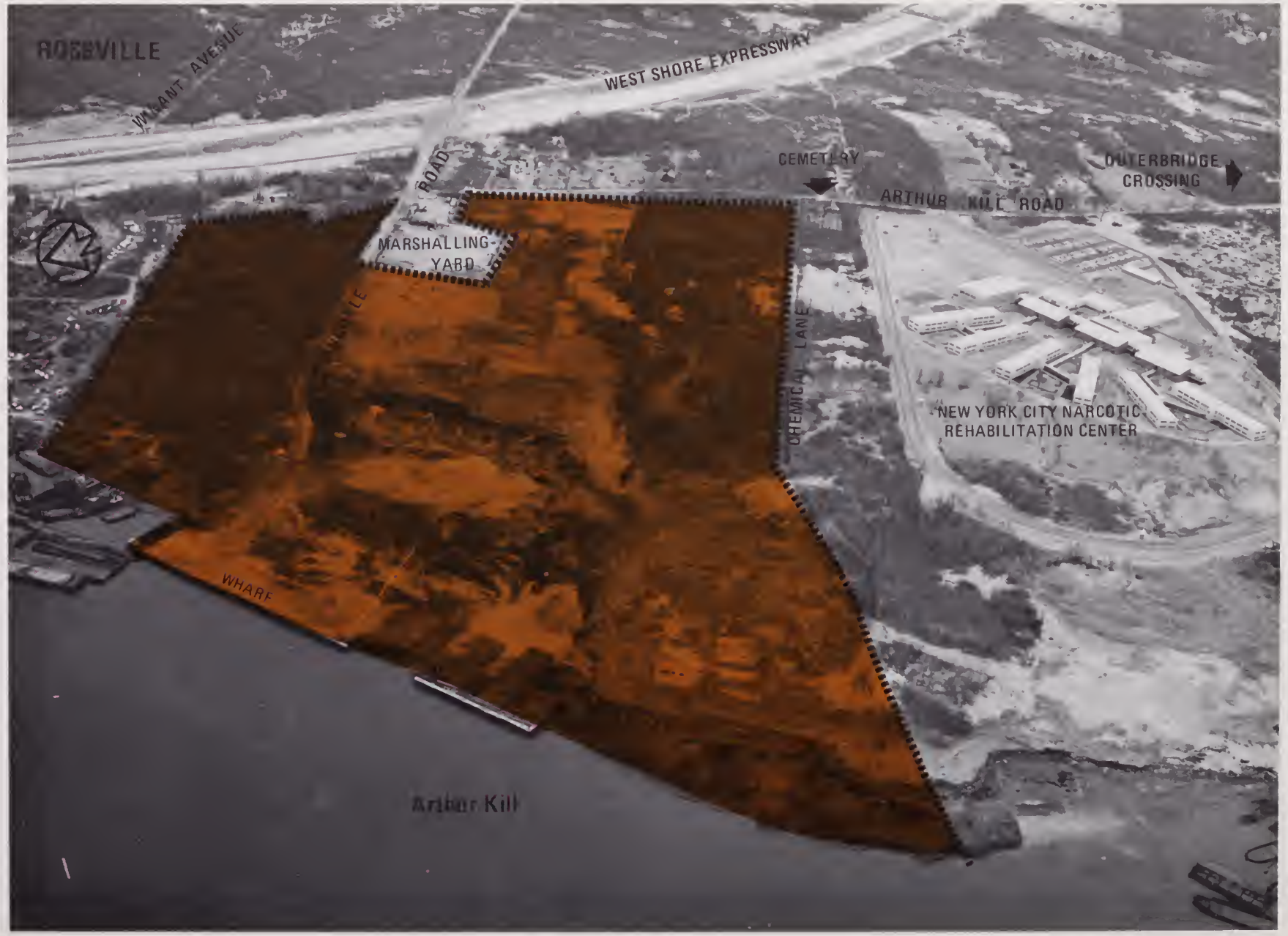
Raod — Arthur Kill Road and West Shore Expressway run east-west adjacent to each other along southern boundary. Muldoon Avenue runs north-south along eastern boundary. Within zone of motor carrier partial exemption from ICC regulation.

GENERAL DESCRIPTION:

Completely vacant. Being used as a refuse dump by the City of New York Department of Sanitation; being elevated to 60 feet for an area 300 feet wide and 2500 feet long. Site appears to be filled at least to some extent in all but the southwestern quadrant. West Shore Expressway, along southeastern and eastern boundaries, is scheduled for completion in 1974.

PLANNING CONSIDERATIONS:

Site zoned for heavy manufacturing industrial uses. West Shore Expressway, under construction between Goethals Bridge and Outerbridge Crossing, borders site and is scheduled for completion by 1974. A Staten Island General Services Airport, for which the Federal Aviation Administration has granted approval, has been proposed for a portion of site. City of New York has deferred project, which is presently in planning stage. Large shopping center is planned in an area adjacent to site. New York City has recommended that useful life of Fresh Kills landfill be extended and construction allocated for 1971. However, site will not be enlarged, but Island of Meadows will be joined to mainland.


ROSEVILLE
WILANT AVENUE
WEST SHORE EXPRESSWAY
CEMETERY
OUTERBRIDGE CROSSING
ARTHUR KILL ROAD
MARSHALLING-YARD
CHEMICAL LANE
NEW YORK CITY NARCOTIC REHABILITATION CENTER
WHARF
Arthur Kill

Site 2-H

LOCATION: Rossville, Staten Island

APPROXIMATE AREA: 85 acres

WATER FRONTAGE: 2000 feet along Arthur Kill.

ACCESS:

Water — Arthur Kill (about 350 feet from channel averaging 35 in depth at mean low water).

Rail — No rail access.

Road — Arthur Kill Road runs along eastern boundary. Chemical Lane runs east-west along southern boundary. Bloomingdale Road runs east-west and enters site in central sector. Within zone of motor carrier partial exemption from ICC regulation.

SPECIAL FEATURES:

Wharfage structure, approximately 900 feet in length, including indentation of approximately 180 feet, lies along shoreline.

GENERAL DESCRIPTION:

Level site; does not appear marshy over major portion, although drainage does appear insufficient at northwest corner. Waterfront shallows from wharf to Smoking Point may require landfill. Remains of large structure at northwest. Narcotic rehabilitation center on southern boundary. Cemetary at southeastern border. Vessel wreckage on northwestern shoreline at northwest corner of site. Enclave south of Bloomingdale Road, with entrance on Arthur Kill Road, in use apparently as type of marshalling yard.

PLANNING CONSIDERATIONS:

Site zoned almost in its entirety for heavy manufacturing industrial uses. Remainder zoned for medium manufacturing industrial uses. West Shore Expressway under construction between Goethals Bridge and Outerbridge Crossing, lies close to eastern boundary of site and is scheduled for completion by 1974.

WEST SHORE EXPRESSWAY
CLAY PIT ROAD
TRAFFIC INTERCHANGE
OUTERBRIDGE CROSSING
PORT SOCONY
ARTHUR KILL ROAD
CHARLESTON
CEMETERY
ELLIS PLACE
ROAD
PLACE
Arthur Kill

Site 2-I

LOCATION: Charleston, Staten Island

APPROXIMATE AREA: 95 acres

WATER FRONTAGE:

3400 feet (including contour of spit on shoreline near southern end of site along Arthur Kill).

ACCESS:

Water – Arthur Kill (about 1200 feet from channel averaging 35 feet in depth at mean low water).

Rail – No rail access.

Road – Ellis Place runs along northeastern boundary. Arthur Kill Road runs north-south along eastern boundary. Sharrotts Road enters site midpoint along eastern boundary. Winant Place runs east-west on southern boundary. Within zone of motor carrier partial exemption from ICC regulation.

SPECIAL FEATURES:

Spit of approximately 300 feet juts out from shoreline near southern end of site. Considerable vessel wreckage beached around spit. Small straight inlet at southern boundary, approximately 500 feet in length (not shown on photo).

GENERAL DESCRIPTION:

Site relatively barren except for scattered residences (about six) in hilly midsection along Sharrotts Road and northwest corner. Land surface firm. Small creek outlet north of spit. Port Socony abuts on northern boundary. Small cemetery creates indentation on eastern boundary. Residential housing across Arthur Kill Road and on southeastern boundary. Site 2-J is to the south.

PLANNING CONSIDERATIONS:

Site zoned for heavy manufacturing industrial uses. West Shore Expressway, scheduled for completion by 1974, lies east of site as does major interchange of West Shore Expressway, Richmond Parkway and Outerbridge Crossing.

RICHMOND PARKWAY
WEST SHORE EXPRESSWAY
TRAFFIC INTERCHANGE
PLEASANT PLAINS AVENUE
RICHMOND VALLEY
PAGE AVENUE
OUTERBRIDGE CROSSING
DRUMGOOLE BOULEVARD
ENGLEWOOD AVENUE
CHARLESTON
ARTHUR KILL ROAD
Arthur Kill

Site 2-J

LOCATION: North of Outerbridge Crossing, Staten Island

APPROXIMATE AREA: 48 acres

WATER FRONTAGE: 3000 feet along Arthur Kill.

ACCESS:

Water — Arthur Kill (about 100 feet from channel averaging 35 feet in depth at mean low water).

Rail — No rail access.

Road — Arthur Kill Road runs north-south along eastern boundary; Allentown Lane runs east-west and enters site at midpoint; Drumgoole Boulevard runs east-west into Allentown Lane. Within zone of motor carrier partial exemption from ICC regulation.

SPECIAL FEATURES:

Considerable vessel wreckage concentrated on northwestern and west central shoreline.

GENERAL DESCRIPTION:

Site rises to about 50-foot height from shoreline to Arthur Kill Road. Wooded and vacant except for approximately 7-acre site below Allentown Lane incorporating light manufacturing facility. Small inlet at northern boundary and Outerbridge Crossing at southern boundary. Small residential area clustered at point where Allentown Lane enters site. Land east of site generally vacant.

PLANNING CONSIDERATIONS:

Site zoned almost in its entirety for heavy manufacturing industrial uses. Extreme southern portion of site is zoned for light manufacturing industrial uses. Considerable City of New York-owned vacant land lies directly east of site across Arthur Kill Road. West Shore Expressway, scheduled for completion by 1974, lies east of site, as does major interchange of West Shore Expressway, Richmond Parkway and Outerbridge Crossing.

PLEASANT PLAINS
RICHMOND PARKWAY
WEST SHORE EXPRESSWAY
TRAFFIC INTERCHANGE
STATEN ISLAND
RAPID TRANSIT
RICHMOND VALLEY
PAGE AVENUE
RICHMOND VALLEY ROAD
CHARLESTON
ARTHUR KILL ROAD
Mill Creek
OUTERBRIDGE CROSSING
Arthur Kill

Site 2-K

LOCATION: South of Outerbridge Crossing, Staten Island

APPROXIMATE AREA: 30 acres

WATER FRONTAGE:

1700 feet, including 1000 feet along Arthur Kill and 700 feet along Mill Creek, which is on southern boundary of site.

ACCESS:

Water — Arthur Kill (about 1000 feet from channel averaging 35 feet in depth at mean low water).

Rail — No rail access.

Road — Arthur Kill Road runs north-south along eastern boundary. Within zone of partial motor carrier exemption from ICC regulation.

SPECIAL FEATURES:

Pier pilings at southwestern boundary. Significant landfilling apparent in southern half of site.

GENERAL DESCRIPTION:

Level, except where landfill has taken place. Tidal flats off northeastern shoreline. Southern boundary abuts on cove created by Mill Creek. Some houses along Arthur Kill Road boundary, both on site and across road. Outerbridge Crossing beyond northern boundary.

PLANNING CONSIDERATIONS:

Site zoned for heavy manufacturing industrial uses. City of New York owns portion of site. Considerable City-owned vacant land also lies directly east of site across Arthur Kill Road. West Shore Expressway, scheduled for completion by 1974, lies east of site, as does major interchange of West Shore Expressway, Richmond Parkway and Outerbridge Crossing.

RICHMOND PARKWAY
WEST SHORE EXPRESSWAY
PAGE AVENUE
STATEN ISLAND RAPID TRANSIT
RICHMOND VALLEY
Raritan Bay
HYLAN BOULEVARD
POTENTIAL FILL AREA
OUTERBRIDGE CROSSING

Site 2-L

LOCATION: Tottenville, Staten Island

APPROXIMATE AREA: 40 acres

WATER FRONTAGE:

5,600 feet along Arthur Kill. Shoreline extemely irregular. Landfill would straighten.

ACCESS:

Water — Arthur Kill (averages 600 feet from channel 35 feet in depth at mean low water).

Rail — Staten Island Rapid Transit Railway (C&O-B&O) trackage runs along southeastern boundary (separated from site by Ellis Street).

Road — Arthur Kill Road runs north-south along northeastern boundary; Ellis Street runs along southeastern boundary parrallel to railroad tracks. Within zone of partial motor carrier exemption from ICC regulation.

SPECIAL FEATURES:

Considerable number of pier and other waterfront structures and basins along entire shoreline with heavy concentration of vessel wreckage alongside.

GENERAL DESCRIPTION:

Northeastern and southern portions of site relatively free of structures from waterfront to road boundary. Central sector shows evidence of former shipyard and contains many scattered structures and equipment. Across road and railroad tracks is residential area of Tottenville.

PLANNING CONSIDERATIONS:

Site zoned for light and heavy manufacturing industrial uses with southwesternmost extremity zoned for waterfront recreational uses. Staten Island Rapid Transit System tracks, which form southern boundary of site, will be completely upgraded within next three years. West Shore Expressway, now under construction north of site, terminates at interchange connecting it with Richmond Parkway and Outerbridge Crossing. Interchange and Expressway are scheduled for completion by 1974.

PERTH AMBOY
Arthur Kill
OUTERBRIDGE CROSSING
STATEN ISLAND RAPID TRANSIT
RICHMOND VALLEY
CONFERENCE HOUSE
HYLAN BOULEVARD
BRIGHTON STREET
MANHATTAN STREET
BILLOP
AVENUE
Raritan Bay

Site 2-M

LOCATION: Tottenville, Staten Island

APPROXIMATE AREA: 137 acres

WATER FRONTAGE:

5000 feet in equal lengths along Arthur Kill and Raritan Bay (about 750 feet from Arthur Kill shore and about 3000 feet from Raritan Bay shore to channel averaging 35 feet in depth at mean low water).

ACCESS:

Water — Mouth of Arthur Kill, at Ward Point on Raritan Bay.

Rail — Staten Island Rapid Transit Railway (C&O-B&O) freight spur approximately 3/4 mile north of site.

Road — Hylan Boulevard runs east-west along northern boundary; Brighton, Chelsea, and Manhattan Streets all run north-south and each forms a segment of eastern boundary. Extensive gridwork of local streets in varying physical conditions already developed on site. Within zone of motor carrier partial exemption from ICC regulation.

SPECIAL FEATURES:

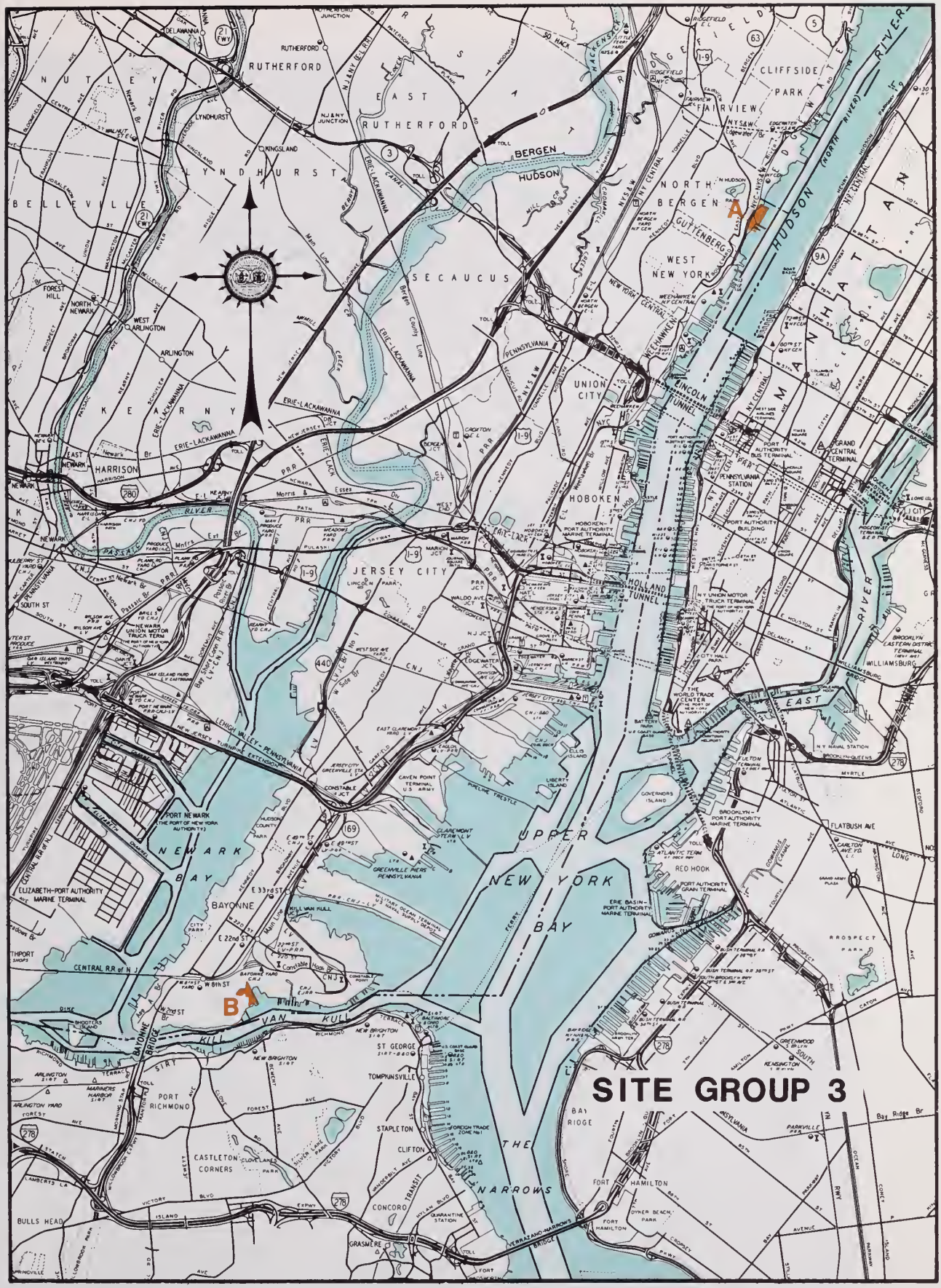
Street network, fire hydrants, power lines.

GENERAL DESCRIPTION:

Land wooded; surface firm and level. Sparse housing, mostly older structures and summer bungalows. Located west and across Hylan Boulevard is extensive residential development. Conference House Park, historic site, at foot of Hylan Boulevard near the Arthur Kill shoreline across from site on extreme northwest.

PLANNING CONSIDERATIONS:

Site zoned as general residential district. Site happens to be owned almost in its entirety by City of New York. City has scheduled improvements for Tottenville Water Pollution Control Plant already located on site. Conference House Park, located on northwestern boundary, will also be expanded and developed in near future. West Shore Expressway, northeast of site, under construction between Goethals Bridge and Outerbridge Crossing, is scheduled for completion by 1974.


A
B
SITE GROUP 3
HUDSON (NORTH RIVER)
NEWARK BAY
UPPER NEW YORK BAY
THE NARROWS
KILL VAN KULL
PASSAIC RIVER
EAST RIVER
HUDSON RIVER
MANHATTAN
NUTLEY
RUTHERFORD
EAST RUTHERFORD
LYNDHURST
BELLEVILLE
KEARNY
HARRISON
SECAUCUS
NORTH BERGEN
GUTTENBERG
WEST NEW YORK
UNION CITY
WEEHAWKEN
HOBOKEN
JERSEY CITY
CLIFFSIDE PARK
FAIRVIEW
NEWARK
BAYONNE
PORT RICHMOND
CASTLETON CORNERS
BULLS HEAD
TOMPKINSVILLE
STAPLETON
CLIFTON
CONCORD
GRASMERE
BAY RIDGE
FORT HAMILTON
RED HOOK
GOVERNORS ISLAND
LIBERTY ISLAND
ELLIS ISLAND
LINCOLN TUNNEL
HOLLAND TUNNEL
PENNSYLVANIA STATION
GRAND CENTRAL TERMINAL
PORT AUTHORITY BUS TERMINAL
THE WORLD TRADE CENTER
BROOKLYN-PORT AUTHORITY MARINE TERMINAL
ERIE BASIN-PORT AUTHORITY MARINE TERMINAL
PORT AUTHORITY GRAIN TERMINAL
PORT NEWARK
ELIZABETH-PORT AUTHORITY MARINE TERMINAL
NEWARK UNION MOTOR TRUCK TERM
N.Y. UNION MOTOR TRUCK TERMINAL
BAYONNE BRIDGE
VERRAZANO-NARROWS BRIDGE
WILLIAMSBURG BRIDGE
QUARANTINE STATION
FOREIGN TRADE ZONE No. 1
N.Y. NAVAL STATION
BROOKLYN EASTERN DISTRICT TERMINAL
FLATBUSH AVE
PROSPECT PARK
GREENWOOD CEMETERY
KENSINGTON
Bay Ridge Br
Main Line
Morris & Essex
Erie-Lackawanna
Pennsylvania
Lehigh Valley-Pennsylvania
Central R.R. of N.J.
N.J. & N.Y. Junction
Erie-Lackawanna Canal
Bergen County Line
Hudson County
Greenville Piers Pennsylvania
Claremont Term. L.V. 118
Caven Point Terminal U.S. Army
Military Ocean Terminal
Bayonne Yard C.N.J.
Constable Hook Yard C.N.J.
Greenville Yard C.N.J.
Oak Island Yard L.V. Eastbound
Oak Island Yard C.N.J.
Meadows Yard P.R.R.
Harrison Yard P.R.R.
Waldo Ave. Jct.
Kensington Jct.
Edgewater Jct.
Marion Jct.
Constable Jct.
Greenville Jct.
Lincoln Jct.
Bergen Jct.
Cadton Jct.
Secaucus to N.Y.S.W.
Secaucus to Weehawken
Weehawken to N.Y.C.
Weehawken to N.Y.S.W.
Weehawken to Pennsylvania
Weehawken to Erie-Lackawanna
Weehawken to Lincoln Tunnel
Weehawken to Hoboken
Hoboken to Erie-Lack.
Hoboken to Port Authority Marine Terminal
Hoboken to Holland Tunnel
Hoboken to Pennsylvania
Hoboken to Lincoln Tunnel
Jersey City to Edgewater
Jersey City to Greenville
Jersey City to Holland Tunnel
Jersey City to Lincoln Tunnel
Jersey City to Marion
Jersey City to Waldo Ave.
Jersey City to Kensington
Jersey City to Meadows
Jersey City to Harrison
Jersey City to Oak Island
Jersey City to Constable
Jersey City to Greenville
Jersey City to Bergen
Jersey City to Secaucus
Jersey City to Erie-Lackawanna
Jersey City to Pennsylvania
Jersey City to Lehigh Valley-Pennsylvania
Jersey City to Central R.R. of N.J.
Jersey City to Port Newark
Jersey City to Elizabeth-Port Authority Marine Terminal
Jersey City to Newark Union Motor Truck Term.
Jersey City to Bayonne
Jersey City to Port Richmond
Jersey City to Castleton Corners
Jersey City to Bulls Head
Jersey City to Tompkinsville
Jersey City to Stapleton
Jersey City to Clifton
Jersey City to Concord
Jersey City to Grasmere
Jersey City to Bay Ridge
Jersey City to Fort Hamilton
Jersey City to Red Hook
Jersey City to Governors Island
Jersey City to Liberty Island
Jersey City to Ellis Island
Jersey City to Lincoln Tunnel
Jersey City to Holland Tunnel
Jersey City to Pennsylvania Station
Jersey City to Grand Central Terminal
Jersey City to Port Authority Bus Terminal
Jersey City to The World Trade Center
Jersey City to Brooklyn-Port Authority Marine Terminal
Jersey City to Erie Basin-Port Authority Marine Terminal
Jersey City to Port Authority Grain Terminal
Jersey City to N.Y. Union Motor Truck Terminal
Jersey City to Brooklyn Eastern District Terminal
Jersey City to Williamsburg Bridge
Jersey City to N.Y. Naval Station
Jersey City to Flatbush Ave.
Jersey City to Prospect Park
Jersey City to Greenwood Cemetery
Jersey City to Kensington
Jersey City to Bay Ridge Br.
Jersey City to Verrazano-Narrows Bridge
Jersey City to Quarantine Station
Jersey City to Foreign Trade Zone No. 1
Jersey City to Bayonne Bridge
Jersey City to Kill Van Kull
Jersey City to Newark Bay
Jersey City to Upper New York Bay
Jersey City to The Narrows
Jersey City to Hudson (North River)
Jersey City to East River
Jersey City to Hudson River
Jersey City to Manhattan
Jersey City to Passaic River
Jersey City to Main Line
Jersey City to Erie-Lackawanna Canal
Jersey City to Bergen County Line
Jersey City to Erie-Lackawanna
Jersey City to Pennsylvania
Jersey City to Lehigh Valley-Pennsylvania
Jersey City to Central R.R. of N.J.
Jersey City to N.J. & N.Y. Junction
Jersey City to Rutherford Junction
Jersey City to Secaucus to N.Y.S.W.
Jersey City to Secaucus to Weehawken
Jersey City to Weehawken to N.Y.C.
Jersey City to Weehawken to N.Y.S.W.
Jersey City to Weehawken to Pennsylvania
Jersey City to Weehawken to Erie-Lackawanna
Jersey City to Weehawken to Lincoln Tunnel
Jersey City to Weehawken to Hoboken
Jersey City to Hoboken to Erie-Lack.
Jersey City to Hoboken to Port Authority Marine Terminal
Jersey City to Hoboken to Holland Tunnel
Jersey City to Hoboken to Pennsylvania
Jersey City to Hoboken to Lincoln Tunnel
Jersey City to Jersey City to Edgewater
Jersey City to Jersey City to Greenville
Jersey City to Jersey City to Holland Tunnel
Jersey City to Jersey City to Lincoln Tunnel
Jersey City to Jersey City to Marion
Jersey City to Jersey City to Waldo Ave.
Jersey City to Jersey City to Kensington
Jersey City to Jersey City to Meadows
Jersey City to Jersey City to Harrison
Jersey City to Jersey City to Oak Island
Jersey City to Jersey City to Constable
Jersey City to Jersey City to Greenville
Jersey City to Jersey City to Bergen
Jersey City to Jersey City to Secaucus
Jersey City to Jersey City to Erie-Lackawanna
Jersey City to Jersey City to Pennsylvania
Jersey City to Jersey City to Lehigh Valley-Pennsylvania
Jersey City to Jersey City to Central R.R. of N.J.
Jersey City to Jersey City to Port Newark
Jersey City to Jersey City to Elizabeth-Port Authority Marine Terminal
Jersey City to Jersey City to Newark Union Motor Truck Term.
Jersey City to Jersey City to Bayonne
Jersey City to Jersey City to Port Richmond
Jersey City to Jersey City to Castleton Corners
Jersey City to Jersey City to Bulls Head
Jersey City to Jersey City to Tompkinsville
Jersey City to Jersey City to Stapleton
Jersey City to Jersey City to Clifton
Jersey City to Jersey City to Concord
Jersey City to Jersey City to Grasmere
Jersey City to Jersey City to Bay Ridge
Jersey City to Jersey City to Fort Hamilton
Jersey City to Jersey City to Red Hook
Jersey City to Jersey City to Governors Island
Jersey City to Jersey City to Liberty Island
Jersey City to Jersey City to Ellis Island
Jersey City to Jersey City to Lincoln Tunnel
Jersey City to Jersey City to Holland Tunnel
Jersey City to Jersey City to Pennsylvania Station
Jersey City to Jersey City to Grand Central Terminal
Jersey City to Jersey City to Port Authority Bus Terminal
Jersey City to Jersey City to The World Trade Center
Jersey City to Jersey City to Brooklyn-Port Authority Marine Terminal
Jersey City to Jersey City to Erie Basin-Port Authority Marine Terminal
Jersey City to Jersey City to Port Authority Grain Terminal
Jersey City to Jersey City to N.Y. Union Motor Truck Terminal
Jersey City to Jersey City to Brooklyn Eastern District Terminal
Jersey City to Jersey City to Williamsburg Bridge
Jersey City to Jersey City to N.Y. Naval Station
Jersey City to Jersey City to Flatbush Ave.
Jersey City to Jersey City to Prospect Park
Jersey City to Jersey City to Greenwood Cemetery
Jersey City to Jersey City to Kensington
Jersey City to Jersey City to Bay Ridge Br.
Jersey City to Jersey City to Verrazano-Narrows Bridge
Jersey City to Jersey City to Quarantine Station
Jersey City to Jersey City to Foreign Trade Zone No. 1
Jersey City to Jersey City to Bayonne Bridge
Jersey City to Jersey City to Kill Van Kull
Jersey City to Jersey City to Newark Bay
Jersey City to Jersey City to Upper New York Bay
Jersey City to Jersey City to The Narrows
Jersey City to Jersey City to Hudson (North River)
Jersey City to Jersey City to East River
Jersey City to Jersey City to Hudson River
Jersey City to Jersey City to Manhattan
Jersey City to Jersey City to Passaic River
Jersey City to Jersey City to Main Line
Jersey City to Jersey City to Erie-Lackawanna Canal
Jersey City to Jersey City to Bergen County Line
Jersey City to Jersey City to Erie-Lackawanna
Jersey City to Jersey City to Pennsylvania
Jersey City to Jersey City to Lehigh Valley-Pennsylvania
Jersey City to Jersey City to Central R.R. of N.J.
Jersey City to Jersey City to N.J. & N.Y. Junction
Jersey City to Jersey City to Rutherford Junction

Hackensack River
NEW JERSEY TURNPIKE
NORTH BERGEN
GUTTENBERG
NORTH HUDSON PARK
HUDSON BOULEVARD
RIVER ROAD
MARINA
POTENTIAL FILL AREA
Hudson River

Site 3-A

LOCATION: North Bergen, New Jersey

APPROXIMATE AREA:

41 acres (Approximately 42 additional acres can be created by land fill in two shallow areas).

WATER FRONTAGE:

Site extends along Hudson River for 2800 feet, of which 1300 feet have been filled out to bulkhead line. When remaining landfill completed out to bulkhead line, linear shoreline will be 2800 feet.

ACCESS:

Water — Hudson River (site bulkhead appears to be from 400-425 feet from channel averaging 35 feet in depth at mean low water).

Rail — Penn Central Railroad runs along western boundary. Within free railroad lighterage and floatage limits.

Road — Access to River Road, which runs north-south and parallel to rail trackage along western boundary. Road separated from site by rail tracks.

SPECIAL FEATURES:

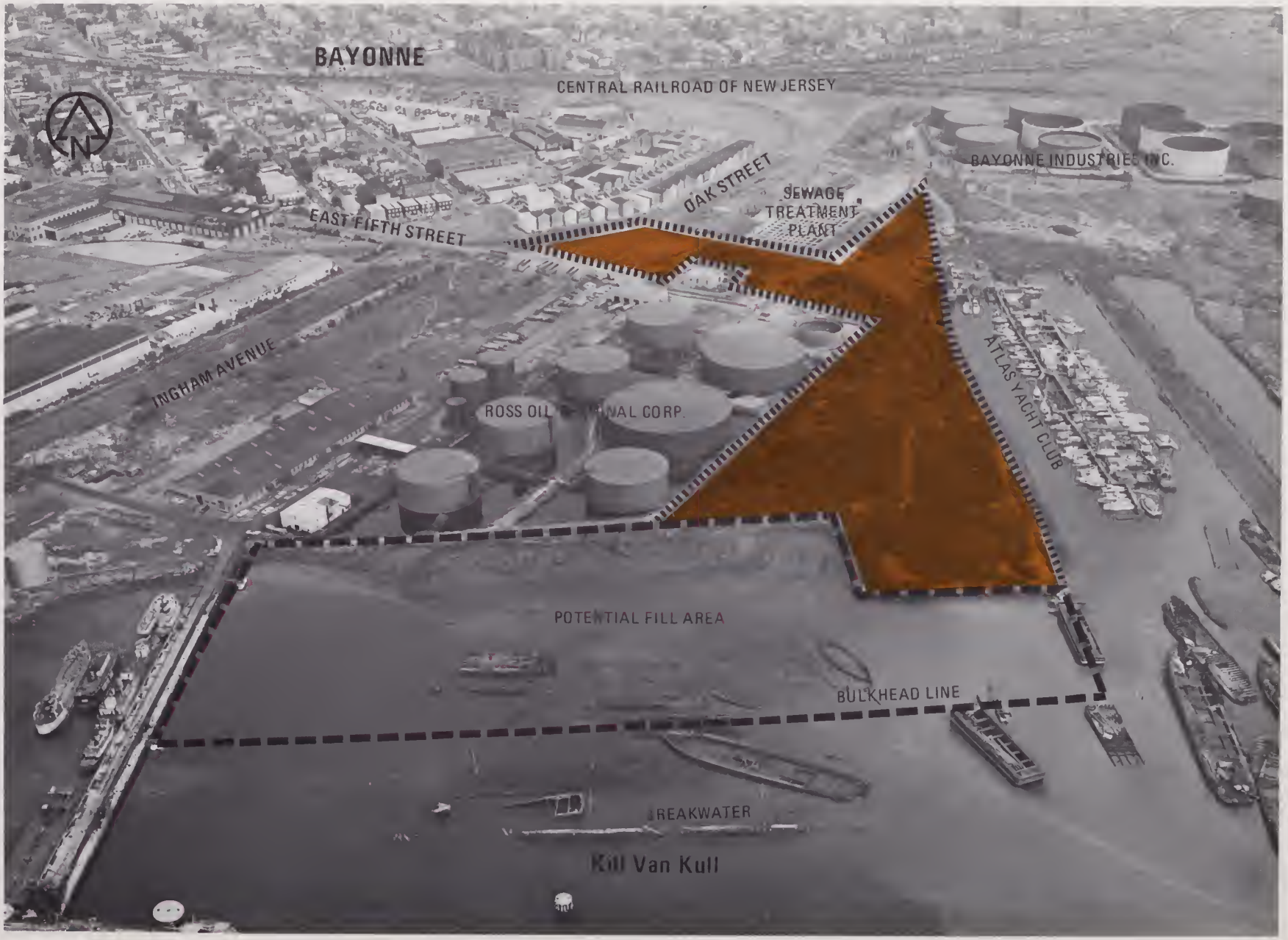
Heavy concentration of vessel wreckage and beached craft in shallows.

GENERAL DESCRIPTION:

Site consists of newly-created land and shallows that are presently being filled to provide additional acreage. Major shallow area at northwest, if filled completely, would add about 28 acres. Shallow area at central part of site might add another 14 acres if filled. Considerable vessel wreckage and beached craft in shallow areas. Several commercial structures located at midpoint of western boundary. Beyond northern boundary is facility for heavy industry (not shown on photo). Marina located at southern boundary. Site is separated from foot of Palisades by road and rail trackage.

PLANNING CONSIDERATIONS:

Site zoned for heavy industrial manufacturing uses. Township of North Bergen is preparing a Master Plan which provides for a recreational complex at northernmost third of site and industrial-office-residential development on remaining two-thirds of site.


BAYONNE
CENTRAL RAILROAD OF NEW JERSEY
BAYONNE INDUSTRIES INC.
OAK STREET
SEWAGE TREATMENT PLANT
EAST FIFTH STREET
INGHAM AVENUE
ROSS OIL TERMINAL CORP.
ATLAS YACHT CLUB
POTENTIAL FILL AREA
BULKHEAD LINE
BREAKWATER
Kill Van Kull

Site 3-B

LOCATION: Bayonne (Port Johnson), New Jersey

APPROXIMATE AREA:

10 acres (Site is of extremely irregular configuration and extends back almost 1250 feet from shoreline. Tract of approximately 8 acres could be created by filling up to bulkhead line a shallow tidal basin averaging 4 feet in water depth just off shoreline. Tidal basin bounded on southwest by pier, on east by vessel wreckage, and by breakwater approximately 400 feet directly offshore).

WATER FRONTAGE:

1000 feet along Kill van Kull, if landfill is undertaken and shoreline straightened.

ACCESS:

Water — Kill van Kull (about 720 feet from shoreline to channel averaging 35 feet in depth at mean low water; about 360 feet from bulkhead line to channel).

Rail — Connection to Central Railroad of New Jersey at northwestern tip. Within free railroad lighterage and floatage limits.

Road — East Fifth Street runs east-west and enters site at northwest corner. Within zone of motor carrier partial exemption from ICC regulations.

SPECIAL FEATURES:

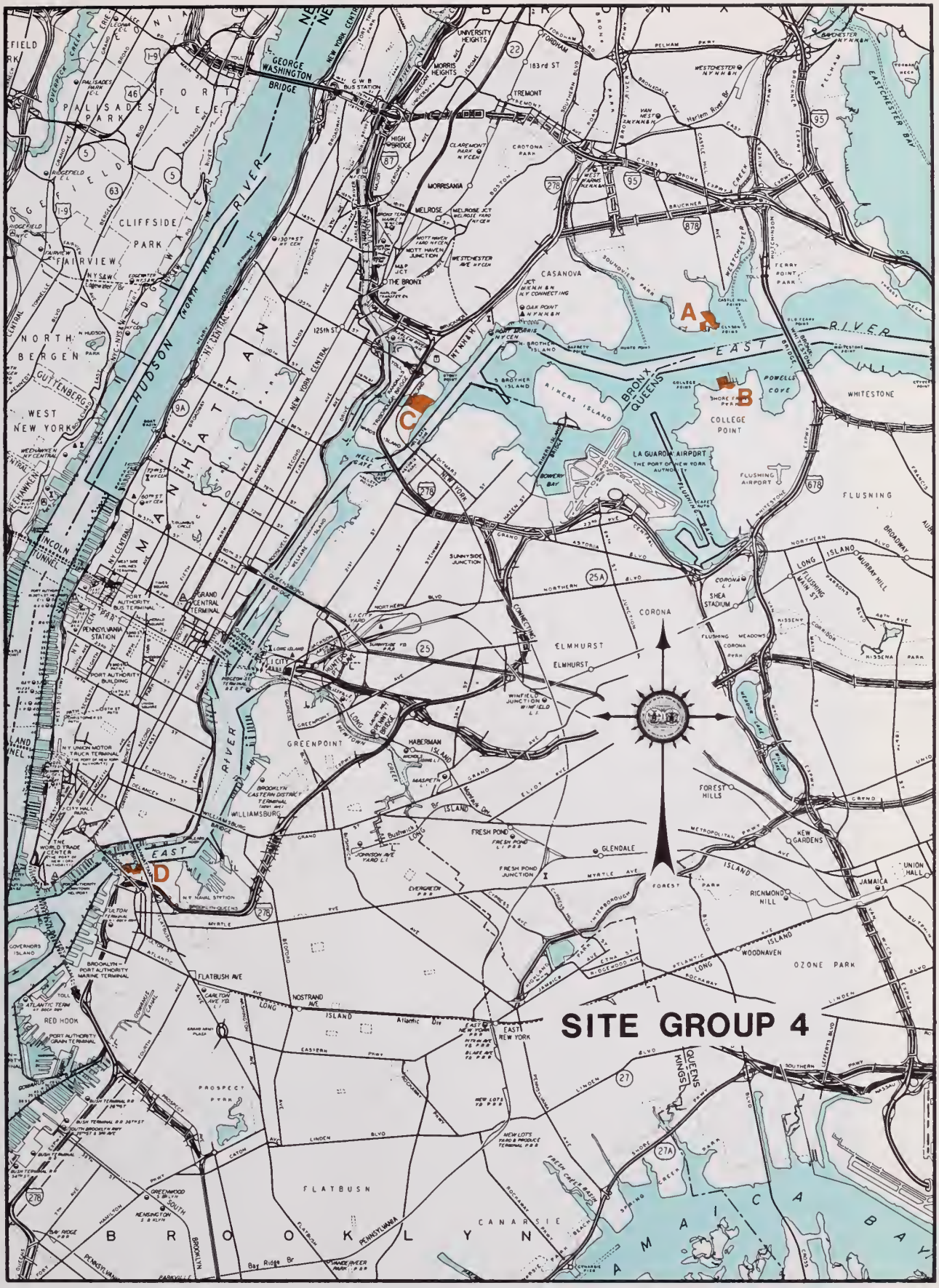
Breakwater 600 feet long lies about 600 feet offshore. Tidal basin located directly offshore is potential landfill area.

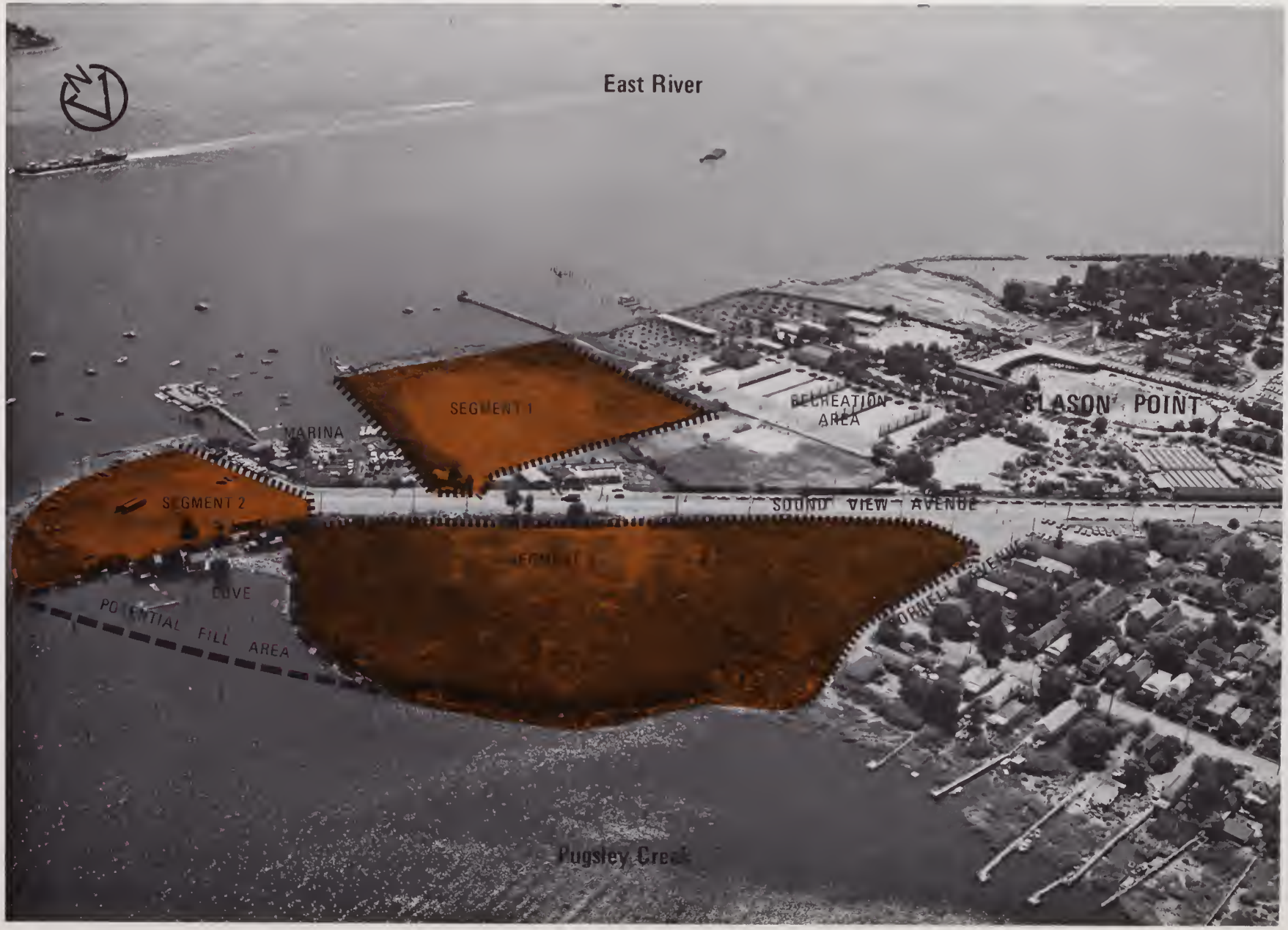
GENERAL DESCRIPTION:

Level, firm surface, vacant. Narrow, extremely irregular configuration results from placement of site between Ross Oil Terminal Corporation at west, residential housing at extreme northwest corner, sewage treatment plant at north, and Atlas Yacht Club (marina) at east. Marina and land bordering it at northwest and northeast are potentially developable. Shallow tidal basin beyond shoreline might be filled to create additional 8 acres.

PLANNING CONSIDERATIONS:

Site zoned for heavy industrial manufacturing uses. City of Bayonne-Hudson County-New Jersey Comprehensive Master Plan suggests improvement of Ingham Avenue northwest of site for important industrial service street.


A
B
C
D
SITE GROUP 4
HUDSON (NORTH) RIVER
EAST RIVER
NEW YORK BAY
MANHATTAN
BROOKLYN
QUEENS
BRONX
JAMAICA BAY
GEORGE WASHINGTON BRIDGE
LINCOLN TUNNEL
HOLLAND TUNNEL
WILLIAMSBURG BRIDGE
QUEENSBORO BRIDGE
TRIBORO BRIDGE
BOWERY BAY
LA GUARDIA AIRPORT
FLUSHING AIRPORT
SHEA STADIUM
GRAND CENTRAL TERMINAL
PENNSYLVANIA STATION
PORT AUTHORITY BUS TERMINAL
PORT AUTHORITY BUILDING
N.Y. UNION MOTOR TRUCK TERMINAL
BROOKLYN EASTERN DISTRICT TERMINAL
BROOKLYN-PORT AUTHORITY MARINE TERMINAL
N.Y. NAVAL STATION
THE WORLD TRADE CENTER
GOVERNORS ISLAND
RIKERS ISLAND
HABERMAN ISLAND
CASANOVA
MORRISANIA
CROTONA PARK
CLAREMONT PARK
TREMONT
183rd ST
UNIVERSITY HEIGHTS
MORRIS HEIGHTS
HIGH BRIDGE
MELROSE
THE BRONX
125th ST
CLIFFSIDE PARK
FAIRVIEW
NORTH BERGEN
GUTTENBERG
WEST NEW YORK
WEEHAWKEN
PALISADES PARK
FORT LEE
RIDGEFIELD
OVERPECK CREEK
HACKENSACK RIVER
COLLEGE POINT
WHITESTONE
FLUSHING
CORONA
ELMHURST
SUNNYSIDE JUNCTION
WINFIELD JUNCTION
GREENPOINT
WILLIAMSBURG
FRESH POND
FRESH POND JUNCTION
GLENDALE
FOREST HILLS
KEW GARDENS
RICHMOND HILL
JAMAICA
UNION HALL
WOODHAVEN
OZONE PARK
EAST NEW YORK
FLATBUSH AVE
NOSTRAND AVE
RED HOOK
PROSPECT PARK
FLATBUSH
CANARSIE
BAY RIDGE
GREENWOOD
KENSINGTON
SOUTH BROOKLYN
NEW LOTS YARD & PRODUCE TERMINAL
FRESH CREEK BASIN
BELL PKWY
CROSS BAY BLVD
NORTHERN BLVD
QUEENS BLVD
LONG ISLAND EXPWY
GRAND CENTRAL PKWY
BROOKLYN QUEENS EXPWY
BELT PKWY
VAN WYCK EXPWY
BRUCKNER EXPWY
MAJOR DEEGAN EXPWY
CROSS BRONX EXPWY
HENRY HUDSON PKWY
GOWANUS CANAL
NEWTOWN CREEK
BOWNE PARK
POWELLS COVE
TERRY POINT PARK
OLD FERRY POINT
SHORE FRONT PARK
MURRAY HILL
BROADWAY
ASTORIA BLVD
NORTHERN BLVD
LONG ISLAND
METROPOLITAN AVE
MYRTLE AVE
ATLANTIC AVE
FLUSHING MEADOWS CORONA PARK
RISSENA PARK
FOREST PARK
ATLANTIC TERM
PORT AUTHORITY GRAIN TERMINAL
BUSH TERMINAL
SOUTH BROOKLYN MARINE TERMINAL
CARLTON AVE YD
JOHNSON AVE YARD
EVERGREEN YD
NEW LOTS YD
EAST NEW YORK YARD
BLAKE AVE YD
PITKIN YD
FRESH POND YD
MASPETH YD
SUNNYSIDE YD
L.I. CITY YARD
L.I. CITY
WINFIELD L.I.
MASPETH L.I.
FRESH POND L.I.
BROOKLYN
QUEENS
KINGS


East River
SEGMENT 1
MARINA
RECREATION AREA
GLASON POINT
SEGMENT 2
SOUND VIEW AVENUE
COVE
POTENTIAL FILL AREA
Pugsley Creek

Site 4-A
LOCATION: Clason Point, Bronx

APPROXIMATE AREA:

18 acres, incorporating three separate contiguous segments, each bordering Soundview Avenue. (Segments designated on map by numbers 1, 2, 3). Segment 1 - 5 acres; Segment 2 - 5 acres; Segment 3 - 8 acres.

WATER FRONTAGE:

Waterfront boundary of all three segments totals about 2800 consecutive feet. 1000 linear feet of segments 1 and 2 abut directly on East River. Substantial waterfrontage of segments 2 & 3 abut on Pugsley Creek.

ACCESS:

Water — East River (averages 600 feet from channel averaging 35 feet in depth at mean low water).

Rail — No rail access

Road — Soundview Avenue terminates at Segment 2 and separates Segments 1 & 3 from each other. Within zone of motor carrier partial exemption from ICC regulation.

SPECIAL FEATURES:

City buses ending runs at Segment 2 use it as turning area for return trip. Traces of former ferry slips at water's edge in Segment 2.

GENERAL DESCRIPTION:

Segments 1, 2, 3 form a small peninsula. Soundview Avenue is common link to all three segments. Marina located in cove between Segments 1 and 2. Small unused cove separates Segments 2 and 3. Landfill in latter cove would join Segments 2 and 3 and add about 1-1/2 acres. All three segments are flat and appear to be filled land. Adjoining Segment 1 on the west and north is recreational area. Narrow entrance to Soundview Avenue in Segment 1. Beyond Segment 3 on northern boundary across Cornell Avenue is residential housing.

PLANNING CONSIDERATIONS:

Segment 1 zoned as general residence district. No current plans for area. Segment 2 zoned as general residence district. No current plans for area. Segment 3 zoned as general residence district. Site semi-developed as a park. No known current plans for area.

COLLEGE POINT
TALLMAN
BOULEVARD
SHIPYARD
East River

Site 4-B
LOCATION: College Point, Queens

APPROXIMATE AREA:

23 acres (including 2 acres remaining to be filled).

WATER FRONTAGE:

1900 feet along water, 1100 feet of which abuts directly on East River.

ACCESS:

Water — East River (site averages 1300 feet from navigable water 35 feet deep or greater at mean low water).

Rail — No rail access.

Road — Powell's Cove Boulevard runs east-west and forms southern boundary of site. Within zone of partial motor carrier exemption from ICC regulation.

GENERAL DESCRIPTION:

Site has been created by landfill, which is nearing completion. Firm surface; level, notwithstanding surcharge, and vacant of structures. Shipyard on eastern boundary contains some abandoned vessels. Residential community extends along entire southern border across Powell's Cove Boulevard. College Point Park is located west of site.

PLANNING CONSIDERATIONS:

Site zoned for medium performance manufacturing uses. City of New York plans improvement of Tallman Island Sewage Disposal Plant located east of site (not shown on photo), as well as improvement of College Point Park adjacent to western boundary of site. 415-acre College Point Industrial Park Urban Renewal Area lies approximately one-half mile to the south.

GEORGE WASHINGTON BRIDGE
BRONX
TRIBOROUGH BRIDGE
PARK
WARDS ISLAND

Site 4-C

LOCATION: Wards Island

APPROXIMATE AREA: 40 acres

WATER FRONTAGE: 1500 feet along East River.

ACCESS:

Water — East River (about 300 feet from channel averaging 35 feet in depth at mean low water).

Rail — No rail access. Within free railroad lighterage and floatage limits.

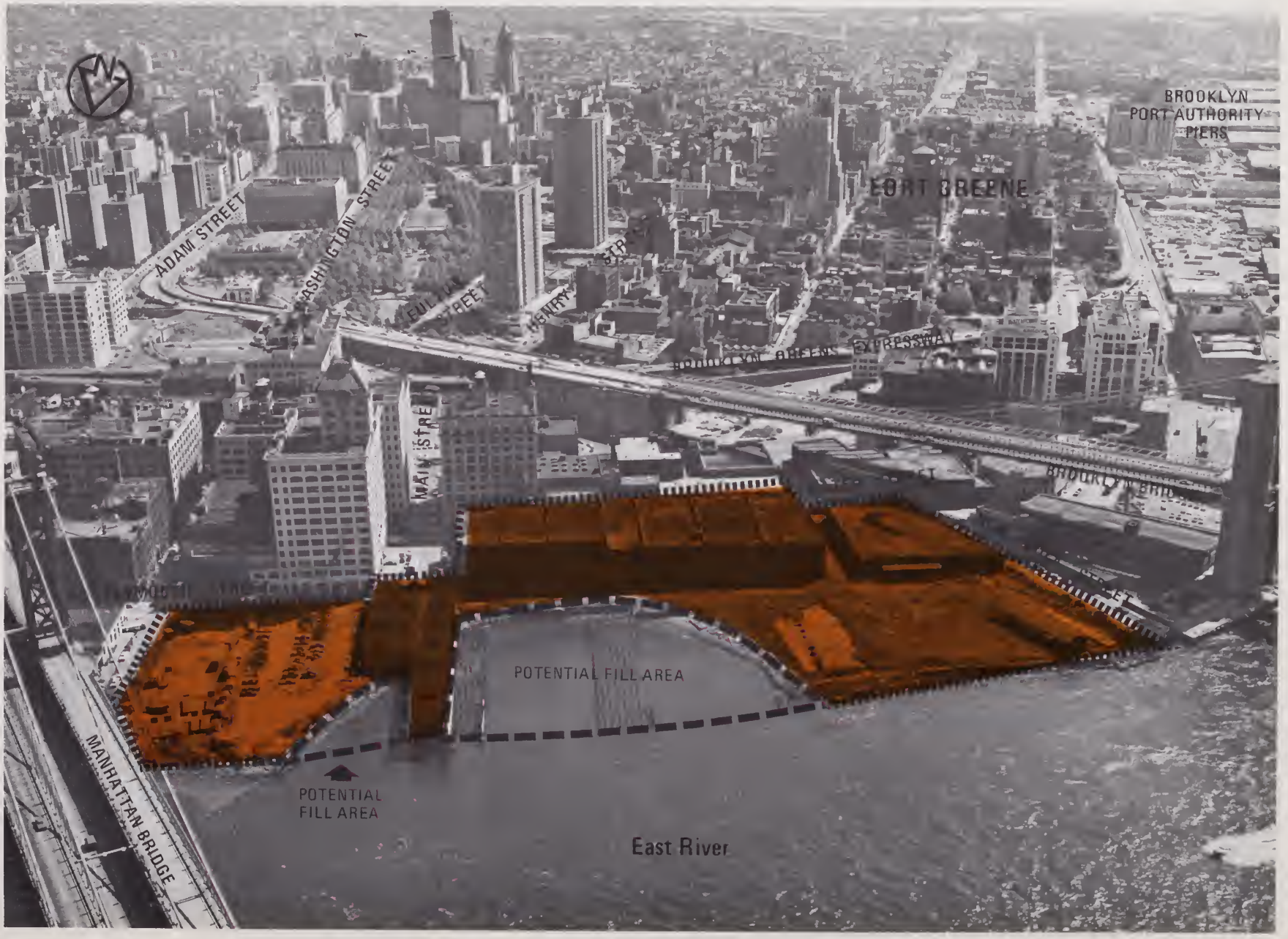
Road — Several roads connect site with Randalls Island and Triborough Bridge leading to Major Deegan Expressway and Bruckner Expressway. Within zone of partial motor carrier exemption from ICC regulations.

GENERAL DESCRIPTION:

Level and vacant of structures. City of New York Sewage Treatment Plant along southern boundary. Park on northern boundary. Western boundary formed by elevated rail line.

PLANNING CONSIDERATIONS:

Site zoned primarily for heavy manufacturing industrial uses with easternmost portion falling into general residential district. City of New York plans improvement of Sewage Disposal Plant.


BROOKLYN
PORT AUTHORITY
PIERS
FORT GREENE
ADAM STREET
WASHINGTON STREET
HENRY ST.
MAIN STREET
POTENTIAL FILL AREA
POTENTIAL
FILL AREA
MANHATTAN BRIDGE
East River

Site 4-D

LOCATION: Fort Greene, Brooklyn

APPROXIMATE AREA:

10 acres, (including about 2 acres that can be created by landfill).

WATER FRONTAGE:

If landfill undertaken, site will have shoreline of almost 1100 linear feet.

ACCESS:

Water — East River (alongside channel averaging 40 feet in depth at mean low water).

Rail — No rail access. Within free railroad lighterage and floatage limits.

Road — New Dock Street forms western boundary. Water Street and Plymouth Street run east-west along southern boundary. Washington and Main Streets form sections of eastern boundary. Brooklyn-Queens Expressway nearby. Within zone of partial motor carrier exemption from ICC regulation.

SPECIAL FEATURES:

Two old warehouses appear to be no longer in active use at rear of site. Covered pier structure at foot of Main Street. Lot at eastern segment of site vacant except for parked vehicles. Railroad tracks extend from water's edge with remains of loading docks alongside. Pilings of former pier structure in potential fill area.

GENERAL DESCRIPTION:

Site located between Manhattan and Brooklyn Bridges. Demolition of existing structures, and land fill in northeast segment on both sides of covered pier, could create sizeable plot. Vacant area firm and shows evidence of having been created by land fill. Site bounded by warehouses, light manufacturing and commercial activities.

PLANNING CONSIDERATIONS:

Site presently zoned for heavy manufacturing industrial uses. No known current plans for area.

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THE PORT OF NEW YORK AUTHORITY 111 EIGHTH AVENUE, NEW YORK, N.Y. 10011